ROYAL NAVAL DIVISION.

PUBLIC SCHOOL BATTALION.

THE ADMIRALTY have given official permission for raising a Battalion of 1,000 men, which will be strictly limited to Public School or University Men and who will serve together as a Unit.

Training is now going forward.

Applicants desiring to enrol should apply at once to

ROYAL NAVAL DIVISION,
5, 7 and 9, Old Bond Street, W.

GOD SAVE THE KING.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom.

ASK FOR SWALLOW & ARIELL'S BISCUITS, JAMS AND CAKES.

Made from the finest Australian Flour and Fruit.

ALEX. ROSS & Co.

[74

No. 18,076 第一萬八千零七十六號 丙辰年三月十七日 HONGKONG, WEDNESDAY, APRIL 19TH, 1916. 禮拜三 中華民國五年四月十九號

PRICE, $3 PER MONTH.

THE HOME MAILS.

TO ARRIVE.

Apr. 26th.—Europe (*vid* Siberia), per s.s. NAGOYA.

Apr. 21st.—Europe (*vid* Negapatam), per s.s. PORTHOS.

TO DEPART.

Apr. 19th.—Europe *vid* Siberia, at 10.30 a.m., per s.s. EMPRESS OF ASIA.

Apr. 19th.—Shanghai, North China, Japan *vid* Nagasaki, Victoria, B.C. (Canada, United States, South America and United Kingdom *vid* Vancouver), at 10.30 a.m., per s.s. EMPRESS OF ASIA.

Apr. 20th.—Europe *vid* Siberia, at 3 p.m., per s.s. SINKIANG.

Apr. 21st.—Europe *vid* Siberia, at 9 a.m., per s.s. CHINA.

Apr. 21st.—Shanghai, North China, Japan *vid* Nagasaki, Honolulu, U.S.A. South America, Canada and San Francisco, and United Kingdom *vid* Canada at 9 a.m. per s.s. CHINA.

Apr. 21st.—Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe, at 9 a.m., per s.s. NAGOYA.

Apr. 21st.—Philippine Islands, Japan *vid* Nagasaki, Honolulu, United States, South America and Canada, *vid* San Francisco, at 9 a.m., per s.s. PERSIA MARU.

Apr. 23rd.—Straits, Ceylon, Durban, Cape Town, Teneriffe and London, at 9 a.m., per s.s. FUSHIMI MARU.

N.B.—For further returns and for Mails to and from the Coast Ports, Manila, Siam, etc., see the Post Office Notice on the last page of this issue.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

In Casks 375 lbs. net.
In Bags 250 lbs. net.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 9th December, 1914 119

FRENCH LESSONS

G. MOUSSION,

15, MORRISON HILL ROAD.

1460

FOR SALE.

COLLECTIONS of CHINA POSTAGE STAMPS, in packets, all different, no duplicate.

30 Stamps for $1. | 60 Stamps for $4.50
80 Stamps for $11. | 100 Stamps for $20.00

GRACA & CO.,

No. 4, WYNDHAM STREET.

Hongkong, 7th April, 1916. [501

A LING & CO.,

29, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of Every Description in Stock.

Developing, Printing and Enlarging

Canton Marbles in Various Shades

TELEPHONE 1215.
Hongkong, 4th February, 1916 [96

PEAK TRAMWAY COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	to 8.00 a.m.	Every 15	minutes
8.00 "	to 10.00 "	" 10	"
10.00 "	to 11.00 "	" 15	"
11.30 "	to 12.45 p.m.	" 15	"
12.45 p.m.	to 1.15 "	" 10	"
1.15 "	to 1.45 "	" 15	"
1.45 "	to 2.15 "	" 10	"
2.15 "	to 5.00 "	" 15	"
5.00 "	to 8.10 "	" 10	"

NIGHT CARS.

8.50 p.m. and 9.00 p.m., 9.30 to 11.00 p.m. Every Half-Hour.

1.00 p.m. to 11.45 p.m. Every Quarter-Hour.

SUNDAYS.

7.45 a.m.	to 10.30 a.m.	Every 15	minutes.
10.30 "	to 11.00 "	" 10	"
11.30 "	to 12.00 noon	" 15	"
12.00 noon	to 1.00 p.m.	" 10	"
1.00 p.m.	to 5.00 "	" 15	"
5.00 "	to 6.00 "	" 10	"
6.00 "	to 7.00 "	" 15	"
7.00 "	to 8.10 "	" 10	"

NIGHT CARS as on Week Days

SATURDAYS.

Extra Car at 12 Midnight

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.

Season and punch tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compradore order representing Bank Notes.

JOHN D. HUMPHREYS & SON,
General Managers,

Hongkong 13th June 1915. 500

MITSUBISHI

DOCKYARD AND ENGINE WORKS.

A.1., A.B.C., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.

Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers Manufacturers of Contraflo Condensers, Stone's Manganese Bronze Castings, Parson's Steam Turbines and Turbo-Alternators, &c. &c.

NAGASAKI

TELEGRAPHIC ADDRESS:—"DOCK," NAGASAKI.

GRAVING DOCKS AND PATENT SLIP.

	Dock No. 1	Dock No. 2.	Dock No. 7
Length on Keel Blocks	510 feet	350	714 feet.
Width of Entrance on bottom	77 "	52	88 "
Water on Blocks at Spring Tide	25 "	24	44 "

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
The Salvage Steamer "OURA MARU," 716 tons and 13 knots.
Two Floating Cranes of 60 and 30 tons each, besides 150 tons Giant Crane.

KOBE.

TELEGRAPHIC ADDRESS:—"DOCK," KOBE.

FLOATING DOCKS.

	No. 1	7,000 tons.	No. 2.	12,000 tons.
Lifting Power				530 feet
Max. Length of Ship taken in		460 feet.	"	66 "
Max. Breadth of Ship taken in		66 "	"	98 "
Max. Draft of Ship taken in		22 "	"	

The Salvage Steamer "ARIMA MARU," Pumping capacity per hour 3,000 tons.

HIKOSHIMA (Near Shimonoseki.)

TELEGRAPHIC ADDRESS:—"DOCK," SHIMONOSEKI.

GRAVING DOCK.

Length of Keel Blocks	983 feet 0 inch
Breadth at Entrance on bottom	98 " 0 "
Depth of Water on Blocks at Spring Tide	25 " 7 "

Floating Crane capable of lifting 20 tons weight.

THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS are closely connected with each other, enabling them to co-operate in the prompt execution of work and to suit the convenience of customers.

Any Orders will be promptly attended to and Estimates sent on application.

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THE KAILAN MINING ADMINISTRATION.

KAIPING COAL

Now well-known throughout the East for STEAM RAISING, FORGING, STEEL MAKING, SHIPS' BUNKERS AND HOUSEHOLD PURPOSES.

KAIPING COKE:

Complete with the best quality English Coke for FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.

HIGHEST GRADE FIREBRICKS FIRECLAY.

STOCK ALWAYS ON HAND.

OFFICE: QUEEN'S BUILDINGS, HONGKONG. TEL. ADD.: MAISHAN, HONGKONG. TELEPHONE No. 1030.

DODWELL & CO., LTD.,
AGENTS.

Hongkong, 1st October, 1914. [36

SOUTH MANCHURIA RAILWAY.

TRAVERSING THE NEWEST AND MOST INTERESTING COUNTRY OPENED TO THE TOURIST AND HOLIDAY-MAKER

THE SHORTEST, QUICKEST, AND CHEAPEST ROUTE BETWEEN THE FAR EAST AND EUROPE IS STILL VIA THE SOUTH MANCHURIA RAILWAY.

Time-Table from May 1st, 1915, until Further Notice.

Owing to the War the THRICE-WEEKLY EXPRESS TRAIN SERVICE has been temporarily suspended, and a ONCE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Dining and First and Second Class Sleeping Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Seitoh (Tsingtao) Shanghai Mail Steamer Service by the S.S. "SAKAKI MARU" and "KOBE MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND.

1st Class Fares*				Connecting at Harbin with the Trans-Siberian Service to Petrograd.	Sakaki Wed.	Sakaki Kobe Sat. Mor.
Y 18.80	Shanghai (S.M.R. Str.)	Lv.			—	—
	Dairen	Ar.			Fri.	Tues.
	"	Lv.	8.30 p.m.		Thursday.	
Y 14.80	Mukden	Ar.	11.30 "			
	"	Lv.	11.50 "			
Y 12.50	Changchun	Ar.	7.10 a.m.		Friday	
	"	Lv.	9.00 "			
R 9.80	Harbin	Ar.	2.00 p.m.		"	

SOUTH BOUND.

1st Class Fares				Connecting at Harbin with the Trans-Siberian Service from Petrograd.	Tuesday	
R 9.80	Harbin (Russian Train)	Lv.		10.15 a.m.		
	Changchun "	Ar.		4.42 "	Friday	
Y 12.50	"	Lv.		6.45 a.m.	"	
	Mukden "	Ar.		1.25 "	"	
Y 14.80	"	Lv.		1.55 "	Fri.	Wed.
	Dairen " (S.M.R. Str.)	Ar.		Noon.	Sat. Mor.	Thu.
Y 18.80	Tsingtao "	Ar.		Forenoon.	Sakaki	Kobe
	Shanghai "	Ar.				

*Russian Train Time is 23 minutes faster than the S.M.R. Time.

The above fares do not include the Express Train Berth Fee.

To the many train leaving Dairen at 8 P.M. for Changchun and that leaving Changchun at 11.20 A.M. for Dairen a Compartment Car has been attached, on which First-Class Passengers can secure sleeping accommodation on payment of Yen 2.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add. "Yamato"). At Dairen, Port Arthur, Mukden, Changchun, and Hoshigaura (the finest sea-side resort in North China), all under the Company's management.

TICKET AGENCIES.—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS Co.; Messrs. THOS. COOK & SON; the NORDISK RESEBUREAU and the NIPPON YUSEN KAISHA, Shanghai; from whom all information, time-tables, pictorial guide-books etc., can be obtained free, or direct from the

SOUTH MANCHURIA RAILWAY CO., DAIREN.

Tel Add.: "MANTETSU." Codes: A.B.C. 5th Ed., A1, and Lieber's.

FUSHUN COAL

THE BEST STEAMING COAL IN THE FAR EAST.

Fresh stocks alway on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots, and also at Antung, Chefoo, Shanghai, Hongkong, Manila, Singapore, and Penang.

MINING DEPARTMENT.

SOUTH MANCHURIA RAILWAY CO., DAIREN. 499

KELLY & WALSH, LTD.

John Wisden's Cricketers' Annual 1916	$1.20
The Broad Highway, by Jeffery Farnol (cheap edition)	1.60
Private Pinkerton, Millionaire, by Harold Ashton	.80
The Greatest Wish in the World, by E. Temple Thurston	.80
The Amateur Gentleman, by Jeffery Farnol	1.60
Youth: A Play in three Acts, by Miles Malleson	.80
My Slav Friends, by Rothay Reynolds	8.50
The Dardanelles: An Epic told in Pictures	1.50
A Freethwoman's Notes on the War	4.00
To Ruhleben and Back, by Geoffrey Pyke	3.50
The Will to Live: A Novel, by Henri Bordeaux	.275
Peeps into the Psychic World, by M. MacDermot Crawford	2.75
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A Manual on Explosives—Ramsey and Weston	.80
More Belgian Playmates, by Nellie Pollock	1.20
What of To-day? by Father Bernard Vaughan	2.00
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The Survival of Man, by Sir Oliver Lodge	.90

THE STEWART LOCKHART COLLECTION OF CHINESE COPPER COINS,

By Sir James H. Stewart Lockhart, K.C.M.G.,

$12.00.

MAP OF VICTORIA PEAK AND PLAN OF CITY

From Pokfulum Road to Wanchai Road,

Revised to 1916, by K. A. Massey.

In 3 Colours, with all New Houses and Those in Course of Construction.

Paper $2.00, Mounted on Cloth $3.00, Cloth and Rollers $3.50.

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WE HAVE JUST RECEIVED FROM ENGLAND A CONSIGNMENT OF

"DAINTY DINAH TOFFEE."

THIS IS A VERY HIGH GRADE TOFFEE WITH A DELICIOUS FLAVOUR.

Sold in small packets 20 cts. per doz., ½ lb. tins 60 cts. each, or in handsome tins, about 4 lb., $3.50.

WISEMAN, LTD.

TELEPHONE No. 407.

Hongkong, 15th April, 1916. 18

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NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain SUPERINTENDENT OF POLICE, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Hongkong, 10th July, 1915. 77

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bores and Sizes.

SMOKELESS POWDER and CHILLED SHOT. From No. 10 to SSSG. at $6, $7 and $7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited

WM. SCHMIDT & Co.

Hongkong, 4th February, 1916. 189

MITSUBISHI GOSHI-KWAISHA.

(MITSUBISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASHIMA, OCHI, MUTABE, YOSHINOTANI, NAMAZUTA, SAYO, SHINNEW AND KAMIYAMADA Collieries.

AGENTS FOR SAKITO AND OYUBARI Coals.

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Cable Address for above: "IWASAKI." Codes: A1, A.B.C. 5th Ed., Western Union.

AGENCIES:—
CHINKIANG—Messrs. CHARING & Co.
MANILA—Messrs. MACONDRAY & Co.
SINGAPORE—Messrs. BORNEO Co., LTD.
GLASGOW—Messrs. A. F. STRANG, MCFARLANE & Co., LTD.

For Particulars, apply to—
K. KATO,
Manager,
No. 2, Pedder Street, Hongkong.
Hongkong 24th April 1914 [71

FOR SALE.

ONE SET VERTICAL MARINE ENGINES, with three cylinders of 15 inches, 24 inches and 40 inches diameter, with Condenser and Pumps, complete. Also three bilge directing boxes, one reducing valve, two discharge valves, one set double safety valves, one steam distributing valve chest with valves, one bulkhead flange for shaft, one main injection valve, and one spare condenser door, all having been formerly used in connection with the aforesaid engines. Built in 1904 and been in use only 14 months.

1,983 lbs.—Self-Hardening Steel.
1,877 lbs.—L. A. Turning Steel.
926 lbs.—Oval Chisel Steel.
2,896 lbs.—Round Punching or Turning Steel.

and

One hundred Kilos Metal Packing.

Open to Offers.

For further particulars, Apply to
GEO. P. LAMMERT,
4, Duddell Street.
[411

DRINK

ALLSOPP'S

BRITISH PILSENER

BEER.

SOLE AGENTS.

CALDBECK, MACGREGOR & Co.

WINE & SPIRIT MERCHANTS.

15, QUEEN'S ROAD CENTRAL.

115

ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, JULY to DECEMBER, 1915. With Index. Price $7.50.

On Sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 10th March, 1916 83

HOTELS

THE HONGKONG HOTEL AND GRILL ROOM.

J. H. TAGGART
Manager.

167

KING EDWARD HOTEL

CENTRAL LOCATION.

ELECTRIC LIFTS AND LIGHTING. TELEPHONE ON EACH FLOOR. HOTEL LAUNCH MEETS ALL STEAMERS.

Telephone: No. 373.
Tel. Address: "VICTORIA."

J. WITCHELL,
Manager.
25

PEAK HOTEL.

1,400 FEET ABOVE SEA LEVEL.

FIRST-CLASS RESIDENTIAL and TOURIST HOTEL. Unrivalled for Comfort, Health and Convenience. Telephones in Every Room, prompt connection maintained by six lines to Central.

Fifteen Minutes from Principal Landing Stage. Moderate Tariff and Excellent Cuisine. Roof Garden and Social Rooms. European Runner meets Steamers.

P. O PEUSTER.
Manager.
[121

THE NEW MACAU HOTEL.

THIS LARGE and ROOMY HOTEL is now OPENED under NEW MANAGEMENT. The place has been renovated throughout and entirely refurnished. Situated on the Praia Grande facing the sea, a cool breeze is enjoyed all the year round. LARGE AND COMFORTABLE DINING ROOM facing the sea. Cuisine under experienced supervision. Terms moderate

For further particulars, apply to—

THE MANAGER.
[Macau.

Tel. Add. "Phœnix," Macau.

1st February, 1915 [31

THE VICTORIA HOTEL, CANTON.

Situated on the British Concession Shameen,

The only European Hotel in Canton.

Guides and Chairs provided.

Every information and special attention given to Tourists.

Reasonable Rates.

Under the personal Management of Mr and Mrs. GEO. E. EYLES.

502

SAVOY HOTEL.

21, BROADWAY, SHANGHAI, CHINA.

THE BEST MEDIUM-PRICED HOTEL in the City. Near to everywhere, and providing all modern conveniences.

American or European Plan.

Rates $4 and $5 per day.

Special terms to monthly guests.

Cable address SAVOY. Telephone No. 2,510. C. A. BIDDLE, Manager.

INTIMATIONS

Ten Victor Records

which should be in every home

Another group of ten records which are among the favorites in the Victor Record catalog.

35417	Henrietta—Valse Hesitation...	...Victor Band
	Flame of love ,, ,, ...	... ,,
17311	Cavalleria Rusticana—Intermezzo	...Concert Orchestra
	Tales of Hoffman—Barcarolle	... ,, ,,
17618	Rose of my heart ... ... Song	... Werrenrath
	Where my caravan ... ... ,, ...	... Harrison
17476	Wedding of the Rose—Intermezzo	... Conway's Band
	Rendezvous—Intermezzo	... Victor Orchestra
88075	Tosca—Vissi d'arte ... ... Song	... ...Melba
88376	Dreams of long ago ... ... ,, ...	... Caruso
88479	Angels Serenade ... ... ,, ...	McCormack-Kreisler
64197	Tranmeri ... ... Violin	... Mischa Elman
64424	Who Knows? ... ... Song	... McCormack
60002	Stop your tickling, Jock	... Harry Lauder

EXCLUSIVE AGENTS:

MOUTRIE'S.

[29-3

TO LET—AT KOWLOON.

NICE AIRY FLAT, suitable Married Couple. Beautiful View of Harbour. Tennis Lawn. Moderate Rent.
Apply— Box No. 18,
Care of "Daily Press" Office.
[582

TO LET.

OFFICES in SECOND FLOOR, QUEEN'S BUILDINGS. Reasonable rent.
Apply to—
THE UNION TRADING Co.,
5, Queen's Buildings.
[574

TO LET.

OFFICES in Princes' Building.
Apply to—
SHEWAN, TOMES & Co.,
Liquidators,
REUTER, BROCKELMANN & Co.
[572

TO LET.

From 1st May.

OFFICES, 2nd Floor, St. George's Buildings.
Apply to—
SHEWAN, TOMES & Co.
[518

TO LET.

From 1st May, 1916.

CRAIGMIN EAST, 160, PEAK. FIVE ROOMS, newly renovated. Furnished $115 per month, Unfurnished $100 per month.
Apply— T. K. DEALY,
160, Peak.
[579

TO LET.

For June, July, August.

NO. 120, THE PEAK. FULLY FURNISHED FOUR ROOMS, Electric Light, Hot and Cold Water laid on. For particulars apply to—
No. 12,
Care of "Daily Press" Office.
[550

TO LET.

From 1st June to 31st October.

A FOUR-ROOMED FURNISHED HOUSE in Hart Avenue, Kowloon. Please apply to—
"HOUSE,"
Care of "Daily Press" Office.
[551

TO LET.

OFFICES, 5, Duddell Street.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
[295

TO LET.

From 1st March.

GODOWN, No. 6, Duddell Street.
Apply— A. B. AVASIA,
Care of E. PARANJEE,
No. 1, Duddell Street
[63

TO LET.

NO. 5, MOUNTAIN VIEW, PEAK.

"MODREENAGH EAST," 41, PEAK, Furnished. May to August, 5 minutes' from Tram.
4-ROOMED FLAT to let at the PEAK.
KELLETT CREST, 66, PEAK.
No. 141, WANCHAI ROAD, Large and Spacious Godown.
"SHORNCLIFFE," Garden Road, to let Furnished, 6 Rooms.
"WOODBURY," No. 4, Hankow Road, Kowloon, from 1st May, 1916.
No. 25, SHELLEY STREET.
"GLENSHIEL," No. 141, Plantation Road, Peak, from 1st November, 1915.
"HARTING," Austin Road, Kowloon.
No. 6, BELILIOS TERRACE.
No. 25, BELILIOS TERRACE, with entrance on Conduit Road.
ONE GODOWN, No. 8 Burrows Street, Wanchai.
TWO GODOWNS, in Duddell Street.
No. 2, DES VŒUX VILLAS, 51, PEAK, (Unfurnished).
No. 59, THE PEAK (5 CAMERON VILLAS.
Apply to— LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
35

TO LET AT ROKKOSAN.

2,800 ft. above Kobe and 2 hours' distance; 15 minutes' walk from Golf Links, near Post and Telegraph Office, FURNISHED HOUSE, with 6 Rooms, 3 Bath-Rooms, Servants' Quarters and separate Bath-Room for Servants. Plan of House, Inventory and terms may be seen at the *Hongkong Daily Press* Office.
563

TO LET—FURNISHED.

For Three or Four Months from 1st June, 1916.

"IDDESLEIGH," No. 5, Bowen Road.
Apply to—
M. S. NORTHCOTE,
Care of THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
[503

TO LET.

FURNISHED, a FOUR-ROOMED HOUSE, on Mount Parish, Wanchai, for six months. Electric Light and Telephone installed.
Apply—
D. V. STEAVENSON,
Care of DEACON, LOOKER, DEACON & HARSTON.
[492

TO LET.

A HOUSE in Knutsford Terrace, Kowloon
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
[37

TO LET.

RAVENSHILL EAST, Part Road, containing 6 Rooms, 3 Bath Rooms, Servants' Quarters, &c. Vacant 1st November
Apply—
DEACON, LOOKER, DEACON & HARSTON.
[90

TO LET.

NO. 4, DES VŒUX ROAD CENTRAL, First Floor.
No. 5, ROBINSON ROAD, "STONE HENGE," DWELLING HOUSES containing Five Rooms and Outhouses.
"FAIRVIEW," No. 1, Robinson Road, Comprising 9 ROOMS, Ample Servants, Quarters, and Gardens.
Apply to—
DAVID SASSOON & Co., LTD.
[415

TO LET.

TWO ROOMED-FLATS in Nathan Road, Kowloon.
THREE-ROOMED FLATS in Humphrey's Buildings, Kowloon.
FOUR-ROOMED FLATS in May Road, with every modern convenience, including English Baths and Kitchen Ranges, Hot Water and Water Carriage System. A few Flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.
FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE Co., LTD
Alexandra Buildings
[277

TO LET.

OFFICES at 2, Connaught Road.
OFFICES in King's Buildings.
OFFICES n Des Voux Road Central.
HOUSES in CLIFTON GARDENS Conduit Road.
NEW HOUSES in Broadwood Terrace.
HOUSES at the Peak.
No 1, MORETON TERRACE, Causeway Bay.
GODOWNS, at Wanchai.
Nos. 1, 2 and 3, WEST END TERRACE CANTON.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
32

FOR SALE.

RICHMOND HOUSE, No. 145, Jarker Road.
Also,
"DUNOTTAR," No. 81, Aberdeen Road.
HASTINGS & HASTINGS,
Solicitors.
[371

THE TANAH MERAH ESTATE LTD.

EXTRAORDINARY MEETING.

An extraordinary general meeting of the shareholders in the Tanah Merah Estate, Ltd., was held at Shanghai last week.

The Chairman explained that the resolutions for the liquidation of the Company and the formation of the Tanah Merah Estates (1916), Ltd., would not be submitted at this meeting. Since the notice of the resolutions were published the Crown Advocate has pointed out that provision had not been made for dealing in the proper manner with enemy-owned shares. The proper manner to deal with these shares was to sell them with the option attaching to them at the best price obtainable, and to pay the proceeds of sale into the Enemy Dividends Account at the Hongkong & Shanghai Bank to be dealt with by the Bank in such manner as H. B. M. Supreme Court in Shanghai may direct.

This necessitated further notice regarding such shares, and the meeting was adjourned till April 27th, 1916, at the same time and place, when the resolutions will be put.

Referring to the "Ah See" Estate the Chairman said the distance from Tanah Merah is about two miles, and the main Government road from Muar to Batu Annam railway station runs through the property. Tanah Merah estate is on this same road, so that access is quite easy and the manager at Tanah Merah will have no difficulty whatever in making a daily visit to the new estate.

The area is 593.6 acres of which 530 acres is planted, the balance being under lallang. The opened area is in a good, clean, weeded condition.

The trees have nearly all been planted 26ft. by 13ft. giving about 129 trees to the acre.

The lie of the land is described as very nice indeed, and though the nature of the soil is rather poor, owing to the previous tapioca planting, the healthy appearance of the trees indicates that this is no serious drawback. Some 30,000 trees are now in tapping and more trees will reach the tappable stage shortly, which will require the engagement of further labour.

The rubber is at present manufactured by hand power and a small engine and scrap crêping machine will be installed. new bungalow for the manager and some further coolie lines will be necessary, but apart from this very little capital expenditure is required.

The planted area of Tanah Merah estate is 800 acres and of Ah See estates 530 acres, making a total of 1,330 acres now planted of which some 650 acres is in bearing. As stated a further 200 acres at Tanah Merah is being planted up which will make the total planted area 1,530 acres and this should all be brought to bearing and be fully equipped on the present proposal as to issued capital, viz.: Tls. 675,000, or Tls. 440 per acre.

It is proposed to end the financial year of the new company on March 31st in each year, and, based on Mr. Power's estimate of output from Ah See and the Tanah Merah estimates in our possession, the output for the first year of the new company will be about 183,000lb.

If you pass the resolutions to be submitted to the adjourned meeting it is the intention of the Directors immediately to declare a dividend of Tls. 0.60 per share (6 2/3 per cent.) out of the earnings of the old company.

Regarding any shares not taken up under the proposed reconstruction scheme these have been underwritten at par by Messrs. A. R. Burkill & Sons and the draft of the underwriting agreement is on the table and is open to the inspection of the shareholders, as is also the draft agreement referred to in the resolutions and Mr. Power's report on the estate.

RUSSO-CHINESE RAILWAY AGREEMENT.

A semi-official Japanese report states that the chief features of the Russo-Chinese Railway agreement loan, are as follows:—

(1) Principal: Rls. 50,000,000; the loan to be floated at a suitable date after the conclusion of the war in Europe; no advances promised.

(2) Proceeds of loan to be applied towards the construction of five lines, the first from Taichingsan Station (near Harbin) to the opposite bank of the Amur at Blagoveschensk, via Merken; the second from Merken to Tsitsihar; the third from Tsitsihar to near Petune; the fourth from Petune to near Tuishingsan (near Harbin) and the fifth from Imibupe to a place, the name of which is not mentioned. The total length of the five lines will exceed 1,000 versts.

(3) Interest rate: 5 per cent. per annum.

(4) Security: The whole of the Railway and the property appertaining thereto.

(5) Conditions include that the chief engineer, the chief accountant, and the locomotive superintendent shall be those recommended by the Russo-Asiatic Bank.

The above lines will gain for Russia both strategic and economic advantages of remarkable importance, remarks a semi-official organ of the Japanese. For instance, agricultural products of Heilungkiang Province, alluvial deposits, other mineral products of the Province will find their way to Harbin as the centre of accumulation and industrial activity in North Manchuria.

AMERICAN LOAN TO CHINA.

Messrs. Lee Higginson & Co., Bankers, of Boston, New York and Chicago are reported in well-informed Chinese circles to have advanced $1,000,000 (gold) to the Chinese Government under the loan-agreement, the amount of which—we publish this under reserve—may ultimately aggregate $25,000,000 (gold to be floated in two or more issues. The loan is said to be for "industrial development." Dr. Wellington Koo, Chinese Minister at Washington, is reported to be largely responsible for the transaction, says the *Peking Gazette*.

HISTORIC VERDUN.

NAPOLEON'S CAMP FOR CAPTIVES.

Verdun, where the French lion stands courageously at bay to the German tiger, is a town of particular interest to British people. For during our gigantic struggle with the French Empire in the early years of the nineteenth century it was the principal place of—internment of Napoleon's British prisoners. It was selected for this purpose in preference to other towns mainly because of its distance from the sea, which rendered the complete escape of prisoners a matter of considerable difficulty.

However, in spite of the obstacles, a number of Englishmen did manage to get away, in many cases with the kind assistance of French women. Such was the case with a midshipman of the name of Temple, who, in 1807, escaped by carriage to Strassburg, and from thence into Austria. He escaped detection by hiding beneath the skirts of a French lady, who was in love with him, and her female servant. It was not only broken hearts he left behind him, but also disconsolate creditors. Some of the prisoners who remained at Verdun did not altogether approve of this cavalier's treatment of his French creditors, for they memorialised the British Government to dismiss him from the navy.

Another prisoner was one Captain O'Brien, an officer of Hussars, who succeeded in escaping from Verdun at the third attempt. He afterwards wrote a narrative of his adventures, which Captain Marryat may well have had in his mind when he wrote "Peter Simple."

ENVIOUS METZ.

The British captives at Verdun, who never numbered at any time more than about 1,100, consisted, roughly, of two classes: (1) British civilians who were visiting in France at the time of the rupture of peace in 1803, and were promptly interned by Napoleon's orders; (2) captured military and naval officers and officers of the mercantile marine. They were mainly people of means, who were in a position to get remittances from England, and their presence was greatly desired by the Verdunois, who then numbered about 10,000 or almost as many inhabitants as the town possesses to-day. Other French towns were envious of the good luck of Verdun. There is on record a petition by the Mayor of Metz who prayed for a quota of the profitable prisoners to be sent to his own town.

Captives were allowed to take lodgings in the town and environs. The rent of these lodgings so greatly increased that Napoleon put his foot down and said that if they were not kept within reasonable limits the prisoners would be taken away.

One of the leading British captives at Verdun during these eventful years was Lady Cadogan. She was the divorced wife of the first Earl Cadogan and great grandmother of the earl who was for so long Lord-Lieutenant of Ireland. She gave entertainments at Verdun, and when she finally shook the dust of the town from off her feet she left no debts behind her.

It must be confessed that she was in a minority in this respect. For when in 1814, on the entry of the Allies into France, the British prisoners at Verdun "skipped" wholesale, they left debts behind them totalling more than a hundred thousand pounds. It was provided in the Treaty of Peace that prisoners of war should pay their private debts before departure from their place of detention, or give guarantees of payment. This condition was not fulfilled by the British prisoners at Verdun and though the Verdunois were trying as late as 1839 to get satisfaction for the large amounts still owing to them we do not hear that they met with any success.

Another captive at Verdun was Colonel Robert Clive, a son of the great Clive. His wife wore a costly toilette at a ball which was given by another member of the British colony, Mrs. Concannon, in 1804, to celebrate the Prince of Wales' birthday.

A FREE-AND-EASY PRISON.

Men, it may be remarked, were allowed to have their wives over from England to live with them, and were in some cases allowed to proceed to England to transact pressing private business. Internment at Verdun was not the mechanical affair that a German internment camp is to-day. It was run with more laxity, and also with more humanity. The natives of the place were not filled with feelings of ferocious hatred towards the captives. In some cases the Englishmen took French wives, and in other cases the ceremony of marriage was dispensed with.

The English folk had their clubs, their horse races, their gaming rooms, their masquerade balls even their duel, for as Napoleon said, "a prisoner of war may fight a duel."

The most stringent regulation was that captives should answer to the roll-call morning and evening. But this regulation was not kept with absolute stringency. It was possible to get exemption by a little backsheesh judiciously applied.

There were several French commandants of Verdun during the time the British were there. They were good, bad, and indifferent, as the case might be. Among the bad General Wirion might be classed. He was the son of a pork butcher, though there is no reason why a pork butcher's son should not be as honourable as the son of any other man. He seems to have accepted bribes from prisoners as the price of giving concessions to make their lot less hard. He would invite himself to dinner with the wealthier prisoners and they would allow him to win at cards. But he must have gone beyond this, for he was summoned to Paris to answer the charges against him. Rather than face a court-martial he blew out his brains in the Bois de Boulogne.

There were many very black sheep among the prisoners. There was, for instance, the fourth Viscount Barrington, who passed off a French lady as his wife. He also gave a Frenchman a draft on London which was dishonoured.

There was also a certain infantry lieutenant who escaped to England by breaking his parole. This so incensed the Prince Regent—one of the few occasions on which he was inspired with honourable feelings—that he returned the lieutenant to the French under a flag of truce.

A FAMOUS FIGURE IN FICTION.

Lord Blayney (whose peerage is now extinct) put in three years at Verdun. But, perhaps, the best known of all the Englishmen connected with Verdun in those eventful days is Lord Yarmouth, afterwards third Marquis of Hertford. He was subsequently immortalised in two novels—as "Lord Monmouth" in Disraeli's "Coningsby" and as the "Marquis of Steyne" in Thackeray's "Vanity Fair," one of the greatest novels in our language. It was this notorious nobleman's subsequent place of residence in Regent's Park—when he had more or less sowed all his wild oats which is now being utilised as a training school for those who have been blinded in the struggle for the liberties of the world.

Lord Tweeddale, whose great-grandparents, the seventh marquis and his wife, died within a few weeks of one another while in captivity at Verdun, is one among the hundreds of well-known people alive to-day who had ancestors and ancestresses among these prisoners of Verdun.

One day stories will be released of life and experience at Ruhleben and the other great internment camps in Germany. But it will be a surprise if the treatment of the Germans towards their captives contrasts favourably with the chivalry, taking all things into consideration, of the gallant French nation towards those who were their enemies a century ago.

PACIFIC MAIL S.S. CO.

NEW TRANS-PACIFIC SERVICES.

Mr. Stewart Elliott, special representative of the well known British-American firm Messrs. W. R. Grace & Co., speaking at a dinner to the American Consul-General and others at Shanghai on the 13th inst., announced the resumption of the Pacific service under the American Flag by the re-established Pacific Mail Steamship Co., not the old company reconstituted but a re-establishment under the American International Corporation in conjunction with Messrs. W. R. Grace & Co. Mr. Stewart Elliott stated that he had been officially advised that the first steamer, the *Ecuador*, was to sail from San Francisco on June 18th and from thence calling in order at Honolulu, Yokohama, Kobe, Shanghai, Manila, Hongkong, Shanghai, Kobe, Honolulu and return to San Francisco. On the same schedule the steamer *Columbia* will leave San Francisco on July 22nd followed by the steamer *Venezuela* on August 18th.

There are three sister steamers, of new construction and modern equipment throughout. The passenger accommodation is luxurious in the extreme, every convenience having been provided, including "cabins de luxe."

These ships are capable of carrying about 6,000 tons deadweight of cargo with special equipment for fast loading and discharge. In connection with handling cargo, each steamer is provided with a steel derrick capable of lifting 25 tons.

The re-establishment of the Pacific Mail by the American International Corporation and W. R. Grace & Co., is in response to the most earnest entreaties by all American exporters and importers and is supported by a broad national American sentiment.

Mr. Elliott further stated that the new company had been assured of the most hearty support of shippers in the Far East and on behalf of his principals he desired to say unreservedly that they would endeavour to merit this support and to improve the service and schedule as conditions and opportunities permitted.

SHIPPING NOTES.

MANILA STEAMER'S PLIGHT.

The steamer *Lanao*, of Manila, has arrived in tow and has gone to Kowloon docks for very extensive repairs and reconstruction. The vessel is only four years old but has very considerable bottom damage.

A RECORD TOW.

Starting on what is believed to be a record tow, with a record oil cargo, the tanker *Richmond*, with the S.T. barge 95 in tow, cleared from New York on 11th March for Shanghai, via Strait of Magellan. The value of the combined cargoes is $3,000,000 gold.

JAPANESE TRAWLERS AS CARGO BOATS.

The scarcity of tonnage and the consequent high earnings of cargo-carrying ships have caused the Japanese to convert steam trawlers and sailers with auxiliary engines into cargo boats, and up to date eight have been so converted.

THE REFLOATING OF THE "NILE."

There appears to be every prospect of a successful refloating of the sunken P. & O. *Nile*, which foundered in the Inland Sea, and shipowners are already bidding for the vessel at even Y.1,000,000, says a Japanese report. The Mitsubishi Co. has over 20 craft employed, and the work is being pushed forward with remarkable rapidity.

COLLISION ON THE HUANGPU RIVER.

A collision occurred on the Huangpu River on the 11th inst. near the Garden Bend, between the Glen Line str. *Gleniffer*, inward bound from London, and the C.N.S. *Tamsui*. Both steamers slowed down as soon as possible, and the force of impact was thereby reduced; but the heavier tonnage of the *Gleniffer* (9,000) as compared with that of the *Tamsui* (920) gave the latter vessel the greater risk.

The *Tamsui* was struck by the stem of the *Gleniffer* on the port bow, about 12ft. apt of the hawse-pipe, and was cut down to the waterline, the *Gleniffer's* stem penetrating about five feet through the main deck of the *Tamsui*, with an uppermost gap some 10ft. in width. After getting clear, the *Tamsui* was able to return, under steamway, to the China Navigation Company's Wharf on the French Bund, and from there was towed to the Company's Watung Wharf in order to discharge cargo, before being docked.

The *Gleniffer* suffered less serious damage, a plate being broken on the port bow below the hawsepipe, and two plates on the starboard bow through the anchor of the *Tamsui* becoming entangled between the two ships. The damage to the *Gleniffer* was above the water line and she was able to proceed to her berth at the China Merchants' Lower Wharf.

CIGARETTE AND TOBACCO FUND.

The following is the subscription list to date:—

Acknowledged to 22nd March, 1916	$11,730.65
Since received:—	
Hongkong Tramway Co.:—Collected in boxes on trams from 10th February to 15th March, 1916	34.30
"A broken resolution"	10.00
Messrs. Wm. Schmidt & Co.	5.00
Mr. Frank Graham	10.00
Hongkong Tennis League, per Dr. Lindsay Woods	40.00
Mr. P. Green	5.00
Per Mr. W. V. Pennell (Collected at Football Field by B'drs. Edgeler and Hall)	116.81
"Reserve No. 543"	1.00
Mr. G. O. Moxon, for March	1.00
Collected by Mrs. Pentreath:— List No. 4—G.T.E., $5; A.R.A. (2), $4; J.R.K. (2), $4; F.W.J. (2), $4; W.N. (2), $10; R.W.M. (2), $6; A.W.L.R. (2), $10; G.S. (2), $10; C.C.H. (2), $4; J.McH. (2), $10; W.M.R., $2; L.S.G., $3; R.A.W., $2; J.B., $3; J.P., $2; C.H.H., $5; A.A., $1; N.S.M., $5; P.S.L.B., $2; L.N.M., $5; A.S.L., $2; R.T.B., $2; Angel, $1; J.A., $3; Lam Shaw Shun, $2; G.G., $5; J.R.G. (2), $10; W.B. (2), $4; L., $2; J.L. (2), $4; G.A.R. (2), $6; A.L.G. (2), $5; W.C.B. (2), $4; E.M.F., $2; R.G.H. (2), $4; A.M.W. (2), $10; C.H.B., $5; T.R.C. (2), $4; E.A., $3; G.A.P., $10; G.B.L., $1; W.G.W., $10; J.V.R., $5; I.B.C., $12; H.C.S., $5; J.A.R., $2; H.E.M., $2; M.C.B.S., $15; W. E. Clarke, $4; She Tat Tsoi, $2; Poker Hands, $10.	252.00
Sundry Cash	.35
Hongkong Tramway Co.:—Collected in boxes on trams from 16th to 31st March, 1916	22.28
Ladies' Bridge Book, per Mrs. Nisbet	21.00
Mr. H. A. Nisbet	21.00
Collected by Mrs. Pentreath:— List No. 5—W. & H., $5; W.D., $2; F.R.S., $2; A.O.L., $2; T.W.H., $2; G.S.A., $5; T.G.W., $2; R.K., $1; J.G., $5; C., $5; H.F.C., $5; J.H.B., $1; W.R.M., $2; A.G., $5; A.D., $10; C.P., $5; G.M., $2; J.H.C.G., $2; G., 50 cts.; D. E. Clarke, $2; C.E., $5; W.S., $3; R.A.B., $2; H.F.C., $1; F. Bevington, $3; H.J., $2; S. H. Dodwell, $5; E.L.S., $5; P.P. (2), $10; S.G.N., $5; D'A & L., $12; P.H.H., $3; C.M.E., $5; A.K., $2; H.H., $3; Anon, $10; H.M.S., $2; E.G.S., $2; B., $1; A.E.G., $5; G.B.P., $10; C.B.B., $5; W.J.H., $2; H.S., $5; J.W.C.B., $5; E.J.R.M., $3; A. R. Lowe (2), $30; F.S.T., $1; Oil Kings, $17; A. & G., $5; H.W.K., $2; Wallaby, $3; C.H.P.H., $5; J.A.Y., $5; K.H., $5; H. P. White, $35; E.A.M.W. (6), $30; G.M.S., $2; S., $1; G. S. Tisdall, $2; A bet, $15.	339.50
Members Kowloon Customs Staff (March contributions) per Mr. O. D. Gander	35.00
	$12,637.89
Expended to 22nd March, 1916	$11,193.65
Since expended:— 13th April, 200,000 Woodbine Cigarettes 5's	649.75
	$11,843.40
Balance in hand	$ 794.49

W. A. DOWLEY,
Hon. Secretary and Treasurer.
Hongkong, 18th April, 1916.

HONGKONG VOLUNTEERS

CORPS ORDERS BY LT.-COL. A. CHAPMAN, V.D.

JOINED.

1.—Private F. W. S. Evans joined the Corps on April 18th, 1916, is allotted Corps No. 1995 and is posted to Scouts Company (No. 1 Section).

PROMOTIONS.

2.—Corpl. E. B. Reed, Scouts Co., to be Lance-Sergt. during the period of his leave.

Private H. W. Petley, Scouts Co., to be Lance-Sergt. during the period of his leave.

PARADES.

3.—Parades for to-day (Wednesday).
5.15 p.m.—Engineer Co. (Taikoo Section) Musketry and Rifle exercise at Taikoo Dockyard, under Sergt. Everest.
7 a.m.—Signalling Section, "C" Class.—Practice at Headquarters.
6.15 p.m.—Civil Service Co.—Drill at Headquarters.

DETAIL.

4.—On duty to-night—Left Section M.G. Co.
On duty 20th inst—Right Section M.G. Co.
Orderly Officer—Lieut. Wright.

G. E. STEWART, Capt.,
Adjutant, H.K.V.C.

HONGKONG POLICE RESERVE.

MOTOR PATROLS.

Staff Inspector Clarke and Motor Patrolman Randall are detailed for duty in the New Territories for one week.

COMPANY PARADES.

Companies will parade under the D.S.P. (R) at the Central Police Station at 5.45 p.m. sharp, as follows:—
Wednesday, April 26th.—No. 2 Co.
Thursday, April 27th.—No. 3 Co.
Friday, April 28th.—No. 1 Co.
All ranks will attend, and in mufti with rifles.

DRILL CUP.

Sections will commence training for the Drill Cup on Monday, May 1st.

F. C. JENKIN.
D.S.P. (R.)

FRENCH CONVENT SCHOOL.

DISTRIBUTION OF UNIVERSITY CERTIFICATES.

Lady May distributed the Oxford and Hongkong University Certificates yesterday to pupils of the French Convent School. Amongst those present were His Lordship Bishop D. Pozzoni, Rev. Father de Marid, and Mr. E. Ralphs (Inspector of English Schools). Lady May was received by the Rev. Mother Superior, the Headmistress, and the Girl Guides, who conducted her to one of the spacious rooms of the new building.

After a piano forte duet by the Misses R. Hazeland and C. Miller, Rev. Father de Maria read his report on the school. Lady May then distributed the certificates and also special rewards to the following pupils for their good conduct, politeness, and application all through the year:—Higher Classes, Miss Lilian Brinton; Remove Classes, Miss Ivy Hollins; Lower Classes, Miss Rosebud Young; Infant's Class, Miss Jean O'Hoy.

MANAGER'S REPORT.

The Manager's Report was as follows:—Profiting by the presence of Lady May, who has been kind enough to come and distribute the Oxford and Hongkong University certificates, I beg to submit a preliminary report on the French Convent School since its transfer from Wanchai to its present situation. No one who remembers the class rooms in the crowded and congested district of Wanchai can help being struck by the vast dimensions of the building in which the school of l'Asile de la Ste. Enfance will shortly be placed. I cannot withhold my sincere congratulations from the Mother Superior and her staff upon the acquisition of these healthy buildings—congratulations which must surely be emphasized when one regards the vast and costly structural alterations which have transformed the accommodation into its present large proportions. That these changes have not been without their immediate effect upon the patrons of this school is seen in the brief notes submitted to me by the head mistress of the school. In these notes she says: "the advantage of position has accounted for an increase in the number of scholars by over 40 per cent.

On the occasion of a cursory inspection by Mr. Ralphs, the Inspector of English Schools, on the 2nd of June last at Wanchai, the attendance on the rolls was 81, as compared with 120 at the present time. It is satisfactory to note the Inspectors opinion of the discipline of the school. He describes it as "good" and says "the children are happy." Evidence of the success of the English mistress in the higher classes is found in the Inspector's report on conversational English. Class 5 when examined was found to be "very good; most of the girls were eager to talk"; their reading was "very good indeed." The pronunciation of Class III. was good and the reading very careful. When the girls in Class 2 overcame their shyness they were well able to talk and their pronunciation was "very good." In this Class paraphrasing was freely employed and with good results. In English History the pupils were well able to discuss cause and effect. Summarising the results of his inspection the Inspector writes: "The school appears to be doing good work and I recommend that the maximum grant be awarded."

In the sphere of the school's external relations I may mention the presentation of six pupils for the Oxford Preliminary examinations in July last. All these pupils passed. The school also presented one girl for the Hongkong University Junior examination; she also passed and with distinction in needlework. The names of the successful Oxford Preliminary students are:—

Misses Rita Hazeland, Cybele Guimares, Mericin Danenberg, Andrie Baudet, Encarnacion Miller, Emma Smith; Hongkong University examination, Miss F. Neves. During the past five years the total number of scholars who have passed the University examination is 30, 22 of whom were in the Preliminary Section and 8 in the Junior. The winner of the Lugard scholarship this year was Miss Rita Hazeland. Like all other grant schools in the Colony, this school came within the provisions of the order of the Governor-in-Council with respect to medical inspection. Such an inspection was kindly conducted by Dr. G. P. Jordan who reported the children as being in "perfect health." I may add in conclusion that the activities of the scholars have not been confined to the ordinary class work. Several pupils have obtained certificates for shorthand, and in the usual branches of art, *i.e.*, music, drawing, and needlework, very satisfactory results have been obtained. In connection with the musical talents of the children I may mention the very charming Operetta given by the pupils in March last year, the results of which enabled them to send a very fair sum to the war funds. At the annual athletic meetings of St. Joseph's College in which every Catholic school in Hongkong took part, the girls of this school competed in the events allotted to them. It is gratifying to me to report that apart from carrying away the handsome prizes, the children were given an enjoyable time at Happy Valley.

His Lordship Bishop Pozzoni thanked Lady May for her presence. Her Ladyship was then presented with a beautiful bouquet of flowers by Miss Iris Thornhill and the pupils sang "God save the King."

HONGKONG TENNIS TOURNAMENT.

FINAL OF HANDICAP SINGLES "A."

In the final of the Handicap Singles "A" yesterday S. E. Green (owe 30) beat Captain Milner-Jones (rec. 15-1), 6-3, 5-7, 6-1, 6-3. Green, with a heavy handicap against him, played excellently, and his display augurs well for his success in the final of the Championship Singles. He was always the more skilled player, and his placing was seldom at fault. Frequently he drew his opponent up towards the net, and then drove the ball past him. Milner-Jones threw away many advantageous positions by double-faults in his service, and was occasionally somewhat rash in his returns, lobbing the ball far over his opponent's baseline. Green played a very steady, consistent game, and gave Milner-Jones some hot work, placing the ball first in one corner and then in the other repeatedly. His victory was undoubtedly an exceedingly creditable one, in view of his severe handicap. Milner-Jones was at his best in the second set, which he won by 7 to 5, though the first three games went to Green. He claimed the last five games successively, and his success in this set was loudly applauded.

HANDICAP DOUBLES.

Dr. Lindsay Woods and E. Abraham (rec. 1-0) defeated A. H. Crook and A. B. Raworth (rec. 2-6), in the final, 7-5, 6-4, 6-4, after a well-fought contest.

ASSOCIATION FOOTBALL.

HOLIDAY EXHIBITION MATCHES.

PRESENTATION OF LEAGUE CUPS.

The Hon. Mr. P. H. Holyoak will present the Silver Cups to the successful teams in the two Divisions of the Hongkong Football League on Easter Monday afternoon.

The ceremony will be preceded by two exhibition matches, the proceeds of which will go to the Tobacco Fund. The winners of the Second Division (88th Co. R.G.A.) will oppose the runners-up (Staff and Departments) at 3 p.m., and should the result of Saturday's game between the K.S.L.I. and the R.G.A. be decisive a match between teams selected from the Military and The Rest (Hongkong F.C. and Navy) will be played, the kick-off being at 4.45. Both games will be played on the Club Ground. Should the R.G.A. and the Shropshire's draw on Saturday, that fixture will be replayed instead of Military v. The Rest.

The teams selected for the latter game are as follows:—

MILITARY (Red).—Rogers (R.E.); E. Jones (K.S.L.I.) and H. Coxon (R.E. Captain); Lovelock (R.G.A.), Williams (K.S.L.I.), and Hortop (R.E.); Shakspear (R.G.A.), Davies (K.S.L.I.), Youngman (R.G.A.), Swan (R.G.A.), and Pearce (R.E.). Reserve—Brittle (K.S.L.I.), Talfourd (R.G.A.), and White (R.E.).

THE REST (White).—J. Rodger (H.K.F.C.); G. Fennemore (Navy) and J. McCubbin (H.K.F.C.); Rowbotham (Navy), J. Stewart (H.K.F.C.), and M. L. Railton (H.K.F.C.); Hutchison (Navy), J. Stalker (H.K.F.C. Captain), J. M. Walker (H.K.F.C.), H. McE. McTavish (H.K.F.C.), and Scott (Navy). Reserves—Hopper and Martin (Navy).

Referee—Mr. F. W. Wright.

FIVE YEARS' IMPRISONMENT FOR K.DNAPPING.

Charged with kidnapping a small Chinese boy from a house in Bridges Street, a Chinese named Iu Kei Chiu pleaded not guilty at the Criminal Sessions yesterday.

The Crown Solicitor (Mr. P. M. Hodgson) said the child was kidnapped on the 9th March from his mother's house. The boy was sent to buy some kerosine oil and when he returned he went out to a latrine. He did not come back, and when the mother failed to find him she informed the police, who searched steamboats lying alongside the wharves, and found the boy in the custody of prisoner on the *Sui Fung*, at 3.30 a.m.

The jury was as follows:—Messers. S. C. MacNider, S. G. Ribeiro, J. E. Anderson, J. M. Soares, J. A. M. de Graca, E. M. Xavier, F. X. V. Ribeiro, jun.

The Chinese constable who found the child said that when he walked on board the *Sui Fung* prisoner said, "You will have to be careful or you will walk on a child." Witness said, "What has that to do with you?" and prisoner said in reply that the child was his son. Witness was suspicious, and said it was strange that he (prisoner) did not take more care of the child, and not let him sleep without a blanket over him. He arrested prisoner.

Sentence of five years' imprisonment was passed.

COMPANY MEETING.

UNION INSURANCE SOCIETY OF CANTON, LTD.

The 43rd ordinary yearly meeting of the above Company was held at noon yesterday at the head office of the Company, No. 4, Queen's Buildings, Hongkong. The Chairman (Hon. Mr. P. H Holyoak) presided, and there were also present:—Messrs. S. H. Dodwell, J. W. C. Bonnar, J. A. Plummer and G. T. Edkins (directors), Mr. C. Montague Ede (general manager), Rev. Father Robers, Messrs. H. Warre Slade, W. Dunbar, W. E. Clarke, E. Ormiston, C. H. P. Hay, J. B. K. Whittall, S. W. Bacon, S. G. Newall, T. E. Pearce, L. Berindoague, P. B. Silva, A. H. H. Silva, Ho Fook, and Chau Siu Ki.

The General Manager read the notice convening the meeting, after which

The CHAIRMAN said—The report has been in your hands for a week and I will, therefore, with your permission, follow the usual procedure and take it, as well as the auditors' report, as read.

I have first to deal with the 1914 account, which not only shows a very large increase in premium income but a reduction in the loss ratio as compared with our previous record year, leaving a most satisfactory balance—after deduction of interim dividend and bonus—of $2,470,000. This result speaks eloquently for the sound management of the Society and no less for the care and devotion of the staff.

Your directors recommend that the divisible balance should be dealt with as follows:—

To pay a final dividend of $20 per share;

To pay a bonus dividend of $10 per share, which is $5 in excess of last year;

To add to reinsurance fund, £30,000;

To write off property account, $20,000, and to carry forward the balance of one and one-half million dollars. These recommendations, I feel sure, will be approved and endorsed by all shareholders of the Society.

Turning to 1915 account, you will notice the premium income shows a very large increase over its predecessor, which itself was a record. Losses paid naturally show an increase, but the balance amounts to the very substantial sum of $3,731,000, out of which we recommend the payment of an interim dividend of $30 per share, and a bonus of 20 per cent. to contributors of business in bonus terms, leaving a balance when these are paid of over $5,000,000 to be carried forward. At first sight it may seem that the amounts which we recommend to be carried forward are unduly large, but there are many factors that have decided your directors to place the Society in a position to meet all contingencies. Apart from losses following the acceptance of war risks, the hazards applying to marine insurance compared with normal years are very much greater. Owing to the number of steamers which are requisitioned by the Government for war purposes, there is a shortage of tonnage in many trades. As a consequence, risks are not so widely spread and in various directions inferior vessels are employed; we have also to contend with the enhanced dangers due to lights being extinguished and buoys removed, the exceptional difficulties attending salvage operations and the high cost of repairs. The further disturbances in China have again disorganised commerce and destroyed that confidence which is so essential to the steady growth of trade, and while we have every hope that these conditions will soon right themselves, we do not consider it prudent to leave them entirely out of account. The necessity for conserving our funds readily commends itself, and I feel sure that you will endorse our recommendations.

As regards our gold investments, these have suffered shrinkage in value, but all companies who have investments at Home have suffered in like manner. Our investments have, however, been written down to prices current on the 31st December last, and by the strengthening of our investment fluctuation account we still have a credit of $612,000, which we estimate should be sufficient to provide for any further fall in prices.

You will be glad to hear that we have invested over half a million sterling in War Loans and Exchequer Bonds, and we propose to further invest in this manner and thus carry our share of the burden of financing the war, which every Britisher who cannot actually serve is proud to bear. In this connection, I may inform you that one-fourth of our staff have volunteered for active service, and their work has practically fallen entirely on the remaining members, who deserve the highest praise for their whole-hearted services.

As you were informed by my predecessor in the chair last year, we were then instituting a fire department. The preparations having been completed, we commenced taking fire risks on the 1st January last; after protracted negotiations with the Fire Offices' Committee in London with regard to tariffs, etc., you will be glad to hear that last week we were able to arrive at an agreement which made it possible for us to join the various fire associations throughout the East.

At extraordinary and confirmatory meetings convened in December last, the shareholders authorised an increase of the Society's capital by the creation of 3,600 additional shares and the acquirement of the stock of the China Fire Insurance Co., Ltd., by an exchange of scrip in the ratio of six of the Company's shares for one of the Society's. I must here express my admiration for the manner in which the negotiation for this fusion were conceived and carried out by our general manager. Up to the present date, 16,788 "China Fire" shares have been exchanged for "Unions," and in view of the obvious advantages offered, I have no doubt but that the balance outstanding will shortly be sent in for exchange.

The premium on our new issue of shares will be very considerable, and with your permission, your directors propose to pass this to the credit of reinsurance fund and investment fluctuation account in such proportion as may seem advisable, thus carrying out the policy of building up reserves which has brought the Society to its present high position.

You will be glad to hear that your directors have not only voted the staff a 15 per cent. bonus to be placed to the credit of provident fund, but also voted a month's extra pay to the members of the staff on the Society's books on the 31st December last, and in this the board feel that you will be entirely in accord with them as showing appreciation of the staff's unremitting labours which have produced such good results.

I permit myself to express the confident hope that by the time we meet next year, Great Britain and her Allies will have emerged triumphantly from the titanic struggle upon which we are engaged, and in the meanwhile I am proud to be able to say that the Society's directors and staff have since the commencement of the war not only done their utmost to protect British interests but were amongst the very first to stop all trading with Germans.

There were no questions, and the CHAIRMAN formally proposed the adoption of the report and accounts.

Mr. H. W. SLADE, in seconding the motion, said—The shareholders of the Society have every reason to be satisfied with the report and statement of accounts which have been laid before us. We are being paid an increased dividend, but at the same time the reserve is being strengthened by the addition of £50,000 to reinsurance fund. I am also sure that the reasons which you have given for the carrying forward of such a large amount to insurance suspense account will meet with the approval of all shareholders. We have listened with much interest to your report on the progress made towards the institution of a fire department, and I hope this will prove to be a beneficial extension of our business. I am very glad to hear that provision has been made for extra remuneration to the members of the staff. The results which have been put before us testify to the care and ability with which our interests have been attended to, and all shareholders will welcome the payment to them of the 15 per cent. bonus and one month's salary. I now beg formally to second the adoption of the report and statement of accounts as presented.

The report and accounts were unanimously adopted.

On the motion of Mr. CLARK, seconded by Mr. Ho FOOK, Messrs. J. W. C. Bonnar and A. Forbes were re-elected directors.

Messrs. A. R. Lowe and C. Bernard were re-appointed auditors, at a remuneration of $1,000 per annum each, on the proposition of Mr. DUNBAR, seconded by Mr. ORMISTON.

The CHAIRMAN announced that dividend warrants might be had on application at the adjoining office.

HONGKONG TRAMWAY CO.

The approximate statement of traffic receipts for the week ending 15th April is as follows:—

	Receipts for week.	Aggregate receipts for 15 weeks.
This Year	$15,377	$212,83
Last Year	9,74	181,3
Increase	3,05	26,169
Decrease	—	—

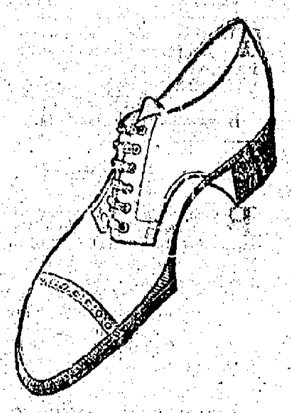
INTIMATIONS

LANE, CRAWFORD & Co.

TELEPHONES 1741-1742. ESTABLISHED 1850.

NEW STOCKS OF

BROWN "WALK-OVER" SHOES



IN VICI KID AND TAN CALF.

THEY ARE COMFORTABLE, STYLISH, HARD WEARING, AND FIT PERFECTLY.

"INTERWOVEN" SOCKS

IN LISLE AND SILK

85 cts., $1.50, $1.85 per pair.

THE ONE THIN SOCK THAT REALLY WEARS

THE LATEST IN WASHING TIES FOR KNOTS AND BOWS.

LANE, CRAWFORD & CO.

[21

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	... ...	$6.00
Return " " (available also for return by day steamer)	... ...	11.00
Single Fare by Day Steamer	... ...	5.00
Return " "	... ...	9.00

HONGKONG TO CANTON. | CANTON TO HONGKONG.

WEDNESDAY, 19TH APRIL, 1916.

8 a.m. *HEUNGSHAN*, 10 p.m. *FATSHAN*. | 8 a.m. *HONAM*, 5 p.m. *KINSHAN*.

THURSDAY, 20TH APRIL, 1916.

8 a.m. *HONAM*, 10 p.m. *KINSHAN*. | 8 a.m. *HEUNGSHAN*, 5 p.m. *FATSHAN*.

HONGKONG-MACAO LINE.

S.S. *SUI TAI*, Tons 1,851. | S.S. *TAISHAN*, Tons 2,006.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 23RD APRIL, 1916.

The Company's New Steamship

"TAISHAN"

Will depart from the Company's WING-LOK STREET WHARF at 9 a.m., and return from Macao at 3 p.m.

N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 1 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

MACAO-CANTON LINE.

S.S. *SUI AN*,

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. *SAINAM*, 588 tons, and S.S. *NANNING*, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or *vice versa* by the Company's direct Steamers *LINTAN* and *SANUI*. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT Co., Ltd.,

Hotel Mansions (First Floor), opposite the Blake Pier. [128

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE AT BOMBAY

For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the yearly Approximate Average for 36 years, FROM 1874 TO 1909.

PRICE ..... $2 CASH.

On Sale at the DAILY PRESS Office or Local Booksellers.

VISITORS TO CANTON Should Purchase

"FROM HONGKONG TO CANTON BY THE PEARL RIVER,"

BY

CAPTAIN C. V. LLOYD.

With Illustrations, Maps and Plans.

PRICE $1.75

On Sale at:—

Hongkong: "DAILY PRESS" Office.
" Messrs. KELLY & WALSH, Ltd.
" Messrs. BREWER & Co.
Canton: Messrs. A. S. WATSON & Co.

NEW ADVERTISEMENTS

HONGKONG CRICKET CLUB.

TENNIS TOURNAMENT.

OPEN SINGLES CHAMPIONSHIP:—(FINAL). Best of 5 sets. H. HANCOCK v. NG SZE KWONG, at 4.30 P.M. TO-DAY (WEDNESDAY), 19th inst., on the Centre Court.

The Winner to meet S. E. GREEN in the Challenge Round on WEDNESDAY, 26th inst.

Hongkong, 19th April, 1916. 589

TO ALL WHOM IT MAY CONCERN.

THIS is to notify that on and after this date I refuse to be Responsible for any Debts incurred by my wife, MRS. JOHN JAMES STUBBINGS, unless authorised by myself.

JOHN JAMES STUBBINGS,

Hongkong, 19th April, 1916. [590

NOTICE.

BY direction of the Inspector General of Customs, I am This Day handing over charge of the Office of Chinese Customs for Kowloon and District to MR. C. THORNE, Deputy Commissioner.

E. GORDON LOWDER,
Commissioner of Chinese Customs,
Kowloon and District.

York Buildings,
Hongkong, 18th April, 1916. [591

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE TO SHAREHOLDERS.

A FINAL DIVIDEND of TWENTY DOLLARS and a Bonus of TEN DOLLARS per Share for the year 1914 and an INTERIM DIVIDEND of THIRTY DOLLARS per Share for the year 1915 will be Payable on TUESDAY, the 18th instant.

Warrants may be had on application at the Office of the Society on or after that date.

By Order of the Board,
C. MONTAGUE EDE,
General Manager.

Hongkong, 18th April, 1916. [592

CHINA TRADERS' INSURANCE COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CHINA TRADERS' INSURANCE COMPANY, LIMITED, will be held at the Head Office of the Company, No. 4, Connaught Road, Victoria, in the Colony of Hongkong, on FRIDAY, the 5th day of May, 1916, at Noon, when the subjoined Resolution which was passed as an Extraordinary Resolution at the Extraordinary General Meeting of the said Company held on the 18th day of April, 1916, will be submitted for confirmation as a Special Resolution:—

"That the name of the Company be changed to 'BRITISH TRADERS' INSURANCE COMPANY, LIMITED.'"

Dated this 18th day of April, 1916.

By Order of the Board.
C. MONTAGUE EDE.
General Manager.

593

SOCIETE DES PULPES ET PAPETERIES DU TONKIN

(TONKIN PULP & PAPER COMPANY).

CAPITAL $760,000.00.

Head Office: 21, rue Jules Ferry, Haiphong.

SECOND NOTICE.

THIRD CONVOCATION.

AS the EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Society convened for the 18th March, 1916, did not meet the quorum required of the law, the Board of Directors hereby notify and convene all the Shareholders of the SOCIETE DES PULPES ET PAPETERIES DU TONKIN for a THIRD EXTRAORDINARY GENERAL MEETING to be held on the 3rd May, 1916, at 4 o'clock in the afternoon, at the Head Office in Haiphong, 21, Jules Ferry, when the following Resolutions will be submitted:

1. Winding up of the Company.
2. Nomination of Liquidators, with special powers for disposing of the assets, in movable and immovable property, to any New Concern at such terms and conditions which will be deemed advisable by the Meeting.

Every Shareholder, whatever number of Shares he holds, may participate in the Meeting, and is entitled without limitation to as many votes as there are Shares in his possession.

For the Board of Directors,
(Signed) M. DANDOLO.

Haiphong, 29th March, 1916. [510

ORIENTAL AFRICAN LINE.

FROM DURBAN, MAURITIUS AND SINGAPORE.

THE Steamship

"SALAMIS,"

having arrived from the above Ports, Consignees of Cargo by her are hereby notified that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 9 A.M. on the 19th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

THE BANK LINE, LTD.

Hongkong, 17th April, 1916. [594

BANK HOLIDAYS.

IN accordance with Ordinance No. 5 of 1913 the EXCHANGE BANKS will be CLOSED for the transaction of Public Business on FRIDAY, SATURDAY and MONDAY, the 21st, 22nd and 24th instant.

Hongkong, 17th April, 1916. 583

NOTICE OF REMOVAL.

WE HAVE This Day REMOVED our Offices to No. 14, DES VŒUX ROAD CENTRAL, 2nd Floor (above Wiseman Cafe).

AHMED HUSEIN & Co.

Hongkong, 13th April, 1916. [575

INTIMATIONS

HONGKONG TRAMWAY CO., LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY GENERAL MEETING of the HONGKONG TRAMWAY CO., LTD., will be held at the Offices of Messrs. JARDINE, MATHESON & Co., LTD., Pedder Street, Hongkong, TO-DAY (WEDNESDAY), the 19th day of April, 1916, at 12 o'clock NOON, to transact the ordinary business of the Company.

By Order of the Board,
W. E. ROBERTS,
Secretary.

Hongkong, 1st March, 1916. [553

THE LUZON SUGAR REFINING CO., LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Office of the General Agents, Messrs. JARDINE MATHESON & COMPANY, LIMITED, Hongkong, TO-DAY (WEDNESDAY), the 19th day of April, 1916, at 12.30 o'clock in the afternoon, when the subjoined Extraordinary Resolutions, which were passed at the Extraordinary General Meeting of the Company held on the 31st day March, 1916, will be submitted for confirmation as Special Resolutions:—

(1.)—That it is desirable to re-construct the Company and accordingly that the Company be wound up voluntarily and that Arthur Rylands Lowe, of Victoria, in the Colony of Hongkong, Chartered Accountant, be and he is hereby appointed Liquidator for the purpose of such winding up and that Article 124 of the Company's Articles of Association be cancelled accordingly.

(2).—That Messrs Jardine, Matheson & Co., Ltd., the General Agents of this Company, be authorised and requested to procure the incorporation in the Philippine Islands of a new Company to be called the Malabon Sugar Company (of which Messrs. Smith, Bell & Co., Ltd., shall be appointed by agreement General Managers) with Articles of Incorporation and Bye-laws in such form as the General Agents shall approve.

(3.)—That the draft Agreement submitted to this meeting marked "A" and expressed to be made between this Company and its Liquidator of the one part and the Malabon Sugar Company of the other part be and the same is hereby approved and that the said Liquidator be and he is hereby authorised pursuant to Section 185 of the Companies Ordinance 1911 to enter into an Agreement with such new Company (when incorporated) upon the terms of the said draft Agreement and to carry the same into effect with such (if any) modifications as he think expedient.

(4.)—That the said Liquidator be authorised to obtain advances from Messrs. Jardine, Matheson & Co., Ltd., of any moneys requisite upon such terms as he sees fit, and to make arrangements if he thinks fit for Messrs. Jardine, Matheson & Co., Ltd., to continue managing the affairs of the Company on such terms as he thinks fit until the undertaking of the Company is handed over to the said Malabon Sugar Company pursuant to any Agreement entered into by virtue of Resolution No. 3.

Dated the 5th day of April, 1916.

JARDINE, MATHESON & Co., LTD.,
General Agents.

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HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of Members will be held on SATURDAY, the 29th April, 1916, at 12 o'clock Noon, at the Offices of the JOCKEY CLUB on the Ground Floor of the HONGKONG CLUB ANNEXE, Chater Road.

By Order,
T. F. HOUGH,
Clerk of the Course.

Hongkong, 15th April, 1916 [589

NOTICE.

WISEMAN, LTD.

THIS Establishment will be CLOSED on GOOD FRIDAY from 9.30 A.M. Bread will be on Sale from 6.30 A.M. till 9.30 A.M., and all standing bread orders will be delivered as usual. All orders for Hot Cross Buns will be delivered on THURSDAY.

To avoid disappointment order early.

D. M. GOODALL,
Manager.

Hongkong, 17th April, 1916. [576

G. R.

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on TUESDAY, the 25th day of April, 1916, at 3 P.M., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND above Kennedy Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of HIS MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements (Approximate) N.	S.	E.	W.	Contents in Square feet	Annual Rent.	Upset Price.
			feet	feet	feet	feet		$	$
1	Inland Lot No. 2116.	Behind the Public Laundries, Kennedy Road.	As per plan.				18,008 (about)	124	2,714

Hongkong, 14th April, 1916. [564

PUBLIC COMPANIES

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE FORTY-SEVENTH MEETING of SHAREHOLDERS in the Company will be held at the Company's Office, No. 3, Queen's Road Central, Victoria, on THURSDAY, 27th April, 1916, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1915.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 27th April, both days inclusive.

By Order of the Board of Directors,
C. PEMBERTON,
Secretary.

Hongkong, 11th April, 1916. [545

HONGKONG TRAMWAY COMPANY LIMITED.

LOST.

TRANSFER RECEIPT Nod. 1217 issued to Mr. LAU IU CHUNG for Transfers of 700 Shares in this Company into his name, having been Mislaid, Lost, or Destroyed, NOTICE IS HEREBY GIVEN that unless the said Receipt is produced at this Office within 30 days from the date hereof, the Certificates for the said Shares will be delivered to the said Mr. LAU IU CHUNG, and the Transfer Receipt will thereafter be held by the Company as null and void.

For the HONGKONG TRAMWAY CO., LTD.,
W. E. ROBERTS,
Secretary.

Hongkong, 24th March, 1916. [454

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE.

THE CERTIFICATE No. 1065 for two Shares, $100 paid up, numbered 6886/6887, standing in the Register in the name of MOCK MUN PO, having been declared LOST, Notice is hereby given that unless the said Certificate is produced to the Society on or before the 13th July, 1916, A NEW CERTIFICATE for the said Shares will be issued and the old Certificate will thereafter be held by the Society as null and void.

By Order of the Board of Directors,
C. MONTAGUE EDE,
General Manager.

Hongkong, 13th April, 1916. [554

5½% RUSSIAN INTERNAL SHORT TERMED LOAN OF 1916

for Rbls. 2,000,000,000.

SUBSCRIPTION to the above LOAN will be Opened from 28th March till 5th May inclusively.

The Price of issue is 95%.

The Loan is entirely free of Income Tax and of other taxations.

The Loan is redeemable at par on 1st February 1926, Russian style, without option for the Russian Government to convert it at an earlier date.

Coupons are payable half-yearly on the 1st February and 1st August, Russian style. As interest on the above loan runs from 1st/14th February, the interest accrued on date of subscription must be taken into consideration and is to be added to the price of issue.

The RUSSO-ASIATIC BANK in Hongkong is ready to accept applications for the above-named Loan.

Special favourable rates will be quoted for Russian exchange.

Payment may also be made in Roubles.

Applications will be wired to Petrograd free of telegraphic charges and commission.

40% only of the cost of the Bonds may be paid on application, the balance to be paid on receipt of the Bonds.

The Bank is also ready to give every facility to subscribers in the shape of advances against the scrips.

G. TISDALL,
Manager,
RUSSO-ASIATIC BANK.

Hongkong, 30th March, 1916 [493

KOWLOON-CANTON RAILWAY.

ALTERATION OF TRAIN SERVICE.

ON and from THURSDAY, 20th instant, and until further Notice the following Alterations will be made in the present Time-Table.

THROUGH TRAINS BETWEEN KOWLOON AND CANTON AND VICE VERSA.

The Express Train timed to leave KOWLOON at 7.08 A.M. will leave at 8.05 A.M. and arrive CANTON at 11.45 A.M.

For the convenience of Golfers this Train will Stop at SHEUNG SHUI on request, for First Class Passengers only, on SUNDAYS and HOLIDAYS.

The Slow Through Train timed to leave KOWLOON at 11.25 A.M. will leave at 9.30 A.M. and arrive CANTON at 5.50 P.M.

The Express Train timed to leave KOWLOON at 12.05 P.M. will leave at 12.10 P.M. and arrive CANTON at 3.50 P.M.

The Express Train timed to leave KOWLOON at 2.50 P.M. will leave at 3.30 P.M. and arrive CANTON at 7.15 P.M.

The Express Train timed to leave CANTON at 7.00 A.M. will leave at 7.25 A.M. and arrive KOWLOON at 11 A.M.

The Slow Through Train timed to leave CANTON at 8.30 A.M. will leave at 8.35 A.M. and arrive KOWLOON at 4.35 P.M.

The Express Train timed to leave CANTON at 12 Noon will leave at 12.30 P.M. and arrive KOWLOON at 4 P.M.

The Express Train timed to leave CANTON at 4.20 P.M. will leave at 3.20 P.M. and arrive KOWLOON at 8.55 P.M.

For Alteration to Local Train Service and for further particulars see Time-Tables, which may be had on application at all Stations and at the Head Offices, Kowloon and Canton.

By Order,
H. P. WINSLOW,
Manager,
British Section,
Kowloon-Canton Railway.

By Order,
THE ADMINISTRATION,
Chinese Section,
Canton-Kowloon Railway.

Kowloon, 17th April, 1916. [584

INTIMATION

WATSON'S

FINEST OLD

BROWN

BRANDY

E

QUALITY.

25 YEARS IN WOOD.

A. S. WATSON & CO., LTD.,

WINE & SPIRIT MERCHANTS,

HONGKONG.

TELEPHONE 616.

13

BIRTH.

LOWE.—At Kellett Lodge, Peak, Hongkong, on April 18th, the wife of A. R. LOWE, of a daughter. [587

MARRIAGES.

MAAS-FOWLER.—Before Mr. J. H. de Reus, Consul-General for the Netherlands, and afterwards at Holy Trinity Cathedral, Shanghai, by the Rev. W. H. Price, on April 12th, FREDERICK HENRY MAAS, of the Chinese Maritime Customs, eldest son of H. S. J. Maas Consul-General for the Netherlands, London, to HILDA VERA, youngest daughter of GEORGE CUPIT FOWLER, London.

NORDSTROM-BERGHMARK.—At the Swedish Consulate-General, Shanghai, on April 12th, ERIK NORDSTROM, of the Chinese Postal Service, Yunnanfu, to MARIA BERGHMARK, of Stockholm.

DEATHS.

BROAD.—At Shanghai, on April 12th, RICHARD JAMES BROAD.

TURNER.—At No. 25, Quinsan Road, Shanghai, on April 11th, JAMES TURNER (of the Shanghai Land Investment Co.), aged 59 years.

WINSLOW.—At Parkside, Kowloon, on April 18th, MARGARET WINIFRED, daughter of Mr. and Mrs. H. P. WINSLOW. [588

HONGKONG OFFICE: 10A, DES VŒUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 19TH APRIL, 1916

THE BATTLE OF VERDUN.

As an eye-witness of the operations around Verdun remarked, "it is quite evident that in war, as in most other things, if you are prepared to pay the price you can obtain almost anything in the world which possesses a relative value. The Germans may yet, if they are willing to sacrifice some half million lives, take Verdun." At the outset it was announced that the German Headquarters Staff considered that the sacrifice of 200,000 lives would be well worth while if it gave them possession of this "eastern gateway to Paris." The struggle has been continued for nearly two months and the toll taken for an advance which brings the enemy but little, if any, nearer his objective has already exceeded this figure. Every inch of ground has been contested by the French in a manner which has aroused the admiration of the whole world and has even compelled reluctant acknowledgment from the foe. Major MORAHT, the well-known German military critic, referring to the French, says: "In numerous counter-attacks, they struggled to free themselves from our iron grip. They stood up against leaden destruction from our terrible batteries, and a generation of warriors sinks into its grave before Verdun or drags its way home in a mutilated condition." This admission, coupled with the suggestion that the whole struggle is a lamentable business, producing only mutual annihilation, has created considerable consternation in Germany. Whilst there is yet little slackening in the sledge-hammer blows which the German CROWN PRINCE is vainly delivering with a powerful concentration of artillery and great masses of men on a very restricted front, there is a growing conviction that the whole plan has failed. Upon the Allied side there has always been wonder as to the motive which prompted the enemy to undertake this desperate venture. General VON HINDENBERG and General VON MACKENSEN are said to have been opposed to it on strategic grounds. There were many other points in the front where an advance would have offered less difficulty, but the object seems to have been to obtain a moral rather than a material success. It has been suggested that the CROWN PRINCE hoped by the capture of Verdun to retrieve his sadly-damaged military reputation and the decaying prestige of the Central Empires, since Verdun, as the result of past traditions, is a household word and the symbol of the impregnable fortress. But, as General DE LACROIX said recently, "There are no longer any fortresses, there are only defensive organizations set in the line of the front." In modern warfare a fortress such as Verdun is merely a point in a five-hundred-mile line of earthworks and entrenchments, and is no longer a stronghold on the defence or the capture of which the whole issue of a war may turn. Assuming, for the sake of argument, that Verdun were taken, there are behind it line upon line of organised entrenchments and barbed wire entanglements with full provision of men and artillery, and these, it is said, the enemy could never carry, even if he were prepared to sacrifice millions of men. The capture of Verdun would scarcely be more important from a military point of view than an advance over a corresponding number of miles on any other part of the front. From the German point of view, however, the importance of the issues at stake is incalculable. Whatever reasons may have dictated the policy of the German staff, the fact remains that the enemy are conducting an offensive upon a greater scale than any which they have attempted since their first campaign came to grief in the autumn of 1914. The most careful preparations were made under the personal supervision of the KAISER, and the attack has been delivered with an utter disregard for human life. We may call to mind VON DIEMLING'S message to his troops that this was the "last" offensive against the French. If it fails—as it seems doomed to fail—after the enormous sacrifices which have been made to secure success, it cannot but open the eyes of the German people to the unpalatable truth that all their hopes of securing victory have vanished and that nothing remains but to struggle for the best terms of peace obtainable.

A mail for Europe *viâ* Siberia closes to-day at 10.30 a.m.

MR. C. H. BREWITT-TAYLOR, Commissioner of Customs, has been transferred to Mukden from Foochow.

A picnic in connection with St. Peter's Church has been arranged for Easter Monday next, the destination being Shatin.

Seven Chinese men-of-war, which were formerly in Kwangtung, have arrived in Shanghai since April 8th, and are anchored off Woosung.

The Cantata "Olivet to Calvary" will be given in the Union Church to-night by the Church choir, assisted by members of the choir of the Wesleyan Church.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals acknowledges with thanks the following donations to the funds of the Hospitals:—Denny, & Bowley, $25; J. Lemm, $10.

We are asked to state that at the Easter Monday Inter-Services Shoot the use of strictly regulation slings is optional, and they may be attached to any two of the following swivels:—Butt swivel, swivel in front of magazine, and band swivel.

The Hon. Sir Evelyn Ellis and Lady Ellis left Singapore for home by the P. and O. steamer *Malta* last Friday.

Mr. Gordon Lowder is to-day handing over charge of the office of Chinese Customs for Kowloon and district to Mr. C. Thorne, Deputy Commissioner.

An extraordinary meeting of the shareholders of the Societe des Pulpes et Papeteries du Tonkin is announced to be held on May 3rd at the head office in Haiphong for the purpose of winding up the undertaking.

The Hon. Mr. Robert Young, M.I.C.E., Member of the Legislative Council of the Straits Settlements, Local Chairman of the Penang Harbour Board, etc., has been presented with an illuminated address in view of his impending departure from the East after a residence of twenty-eight years in Penang.

A startling discovery was made at the Palace Hotel Annex, Shanghai, on the 12th inst., when Richard J. Broad was found in his room dead from a revolver shot wound apparently self inflicted. The deceased, who was well known and was at one time in the employment of the Shanghai Municipal Council, leaves a wife and a child, the latter being only a few days old.

There was no business of public interest at the fortnightly meeting of the Sanitary Board yesterday. The members present were the President (Mr. D. W. Tratman), the Hon. Mr. W. Chatham, C.M.G., Lieut.-Colonel Crisp, Dr. Graca-Ozorio, Messrs. F. B. L. Bowley, P. W. Goldring, Chan Kai Ming, and Ng Hon Tsz, Dr. W. W. Pearse (Medical Officer) and Mr. W. Bowen-Rowlands (Secretary).

By popular vote Mr. C. Rogers, of Messrs. Butterfield & Swire, has been awarded the prize for the best Limerick in connection with the "Scrap of Paper" competition, held at the Tientsin fête. The Limerick, which was sent in under the *nom-de-plume* of "Taffie," is appended:—

Said von Hollweg, "In weeds it will drape her,
Belgium's doom, I'm afraid can't escape her,
Shall we miss this great chance,
Of re-conquering France,
For the sake of a mere 'Scrap of Paper?'"

The directors of the Union Insurance Society of Canton are to be warmly congratulated not only upon the extremely gratifying financial statement which they submitted to the shareholders yesterday but also upon their patriotism. The Company was among the very first to cease from trading with the enemy after the outbreak of war and has since done its utmost to protect British interests. More than a quarter of the staff has enlisted for active service, and their work in the office is being cheerfully performed by their colleagues. Finally, the Company has invested over half-a-million sterling in War Loan and Exchequer Bonds, and intends, as opportunity offers, to place further sums at the service of the Empire in this manner. This is a record of which the Company may justly feel proud, and an example which, it is to be hoped, prosperous local concerns will copy.

TYPHOON WARNINGS.

The following telegrams have been received by the American Consulate-General, Hongkong, from the Manila Observatory:

5.15 p.m., April 17th.—Typhoon in about 126 degrees Long. E. and 12 degrees Lat. N., moving N.W.

10 a.m., April 18th.—Cyclone or Typhoon east of southern Luzon, moving N.N.W. or N.

BANISHMENT ORDERS MORE STRINGENT.

A Chinese who admitted having returned from banishment before the expiry of the term of 20 years was sentenced to three years' imprisonment by the Chief Justice at the Criminal Sessions. The Crown Solicitor said the man was banished in 1908 for five years, and, returning before that term had expired, was arrested and banished for 20 years.

His lordship remarked that prisoner said he was merely passing through Hongkong, with the intention of taking up a situation as a cook in Bangkok, when he was arrested.

The Crown Solicitor said the man had not been here long.

Prisoner, asked if he had any witnesses, said they were too far away. His mother and son were dependant on him, and he wanted to get some work, and provide them with rice.

His lordship, in sending prisoner to gaol for three years, said—This Colony has made up its mind that as far as possible we will not have criminals of your kind here. If what you say about your mother is true I am very sorry, but you will have to get your living elsewhere than in Hongkong, where apparently you have been a thief. The Legislature has thought it proper of late to make banishment orders more stringent, and my duty is to give effect to it.

THE WAR.

ENEMY SEVERELY PUNISHED AT VERDUN.

RUSSIANS CLOSING ON TREBIZOND.

GENERAL COMPULSION QUESTION.

HEAVY SHELLING ON BRITISH FRONT.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

WAITING FURTHER ATTACKS.

GERMANS RE-FORMING THEIR TROOPS.

PARIS, April 17th.
1.35 p.m.

It is semi-officially announced as highly probable that the Germans will re-attack when their troops are re-constituted, but it is most doubtful whether they will fare any better.

INTENSE ARTILLERY ACTIVITY.

AIR SQUADRON ATTACKS GERMAN COMMUNICATIONS.

PARIS, April 17th.
4.05 p.m.

To-day's *communiqué* states that there was only artillery activity at Verdun, which, however, was intense at Avocourt Wood and on the front from Deadman to Cumieres.

A French air squadron attacked the German communications at Metz, bombing the railway station at Conflans, the factories at Rombach and the railway stations at Arnaville, Pagny and Ars sur Meurthe.

HEAVY GERMAN ATTACK AT VERDUN.

ENEMY SEVERELY PUNISHED.

PARIS, April 18th.
1.50 a.m.

The evening *communiqué* says:—On the left bank of the Meuse there was great enemy artillery activity against Hill 304 and our second lines. On the right bank, after an intense bombardment, beginning in the morning, of our positions from the Meuse to Douaumont, the Germans at two o'clock in the afternoon launched an attack by at least two Divisions on a front of four kilometres. The attack was repulsed by our curtain of fire and machine-gun fire, except at one point, where the enemy gained a footing in a small salient in our line south of Chauffour Wood. The enemy suffered the heaviest losses, especially west of Pepper Hill and the ravine between Pepper Hill and St. Andromont Wood.

French aeroplanes on the night of the 16th dropped 12 bombs on the station of Nantillois and Brieulles, and also dropped numerous bombs on Etain and on German bivouacs at Spincourt and elsewhere.

HEAVY SHELLING ON THE BRITISH FRONT.

AEROPLANE MISSING.

LONDON, April 17th.

Sir Douglas Haig reports heavy shelling about Voormezele, Dickebusch and between St. Eloi and the Ypres-Commines canal and some artillery activity on both sides about Hebuterne, between Carnoy and the Somme, and also about Souchez and Neeux-les-Mines.

Mining activity is reported in the Hohenzollern sector.

There was considerable aerial activity yesterday and one of our machines has not returned.

THE NEAR EAST.

[THROUGH REUTER'S AGENCY.]

DRAWING CLOSER.

RUSSIANS ADVANCE ON TREBIZOND.

PETROGRAD, April 17th.

A *communiqué* states that the Russians have occupied the village Arseuckelessi, twelve miles east of Trebizond.

[THROUGH REUTER'S AGENCY.]

INDIANS' LONG WAIT ON THE CANAL.

CAMELRY "LORDS OF THE DESERT."

LONDON, April 17th.

Reuter's Special Correspondent at the Headquarters in Egypt says that the extreme right of the long line of Canal defences is held by Indian troops, some of whom have been for 15 months in Egypt waiting for an enemy who will not come. But the men are cheerful, lively, and ready for anything.

The Bikanir Camelry have the best of it. Mounted on their huge, tireless beasts, they are lords of the desert, over which they travel at the rate of ten miles an hour, doing adventurous patrol work.

The Indian garrison of the rocky oasis of Geb-el-Murr, in three months by hard work, have made it a fortress capable of withstanding an Army. Ain Mussa is reputed to be the pleasantest station on the whole front, with palm-trees, wells, and dwelling-houses. The occupants, although they would welcome a change of scene and activity, are very cheerful. The Indian soldiers hear Indian songs on a gramophone, while their officers arrange football matches and play golf.

THE ADVANCE ON BAGHDAD

SIR JOHN NIXON'S RESPONSIBILITY.

LONDON, April 17th.

In the House of Commons Mr. Chamberlain stated that the first proposal for the advance on Baghdad after the battle of Kut was made by General Sir John Nixon to General Townshend, and was not communicated either to the Raj or to the Imperial Government.

A SKILFUL OFFICER.

GENERAL TOWNSHEND'S SERVICES.

LONDON, April 17th.

In the House of Commons, Mr. H. J. Tennant (Under-Secretary for War) said that Major-General Townshend had not been passed over for promotion. The House might be well assured that the circumstances attending his skilful and gallant defence of Kut and his conduct of the operations connected therewith would receive adequate consideration.

GENERAL TOWNSHEND TO H.M. THE KING.

LONDON, April 17th.

Major-General Townshend (commander of the beleaguered British forces in Kut), in reply to H.M. the King's message, says:—

"It is hard for me to express by words how profoundly touched and inspirited all ranks under my command have been by Your Majesty's personal message. On their behalf and on my own I desire to express to Your Majesty the assurance that the knowledge and experience we have gained of our beloved Sovereign's sympathy will be our sheet-anchor in this defence."

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

FIGHT IN THE NORTH SEA.

GERMAN WARSHIP ATTACKED BY AEROPLANE.

PARIS, April 17th.

A French gun-aeroplane, at a height of 300 feet, attacked an enemy warship in the North sea, firing sixteen shells the majority of which hit.

[THROUGH REUTER'S AGENCY.]

SHELLED WITHOUT WARNING.

AMERICAN WOUNDED ON RUSSIAN STEAMER.

WASHINGTON, April 17th.

Two Americans, one of whom is wounded, are aboard the Russian steamer *Imperator* which is on its way from the United States to Marseilles. The steamer, according to official advices, was shelled without warning by an Austrian submarine.

MORE SHIPS SUNK.

LONDON, April 17th.

The British ship *Cardonia* has been sunk.

LONDON, April 17th.

It is reported that the British steamer *Harrovian* and the Norwegian ship *Glendoon* have been sunk.

GENERAL.

[THROUGH REUTER'S AGENCY.]

INDUSTRY AND THE ARMY REQUIREMENTS.

PROMISED STATEMENT BY MR. ASQUITH.

LONDON, April 17th.

Mr. Asquith announced in the House of Commons that he hoped to deal to-morrow with the maximum number of men which could be withdrawn from industry for the army.

GENERAL COMPULSION.

PREMIER'S PROMISED STATEMENT POSTPONED.

LONDON, April 17th.

Mr. Asquith has postponed his statement on recruiting, which he had promised to make to-day. The Cabinet is doubtless awaiting a further report on the means of securing the necessary men demanded by the Military authorities.

That there are differences in the Cabinet on the Compulsion question is not denied, but so far there have been no resignations. There is a strong desire on the part of all parties to preserve the national unity.

ITALY AND GERMANY.

NO WAR DECLARED.

LONDON, April 17th.

In the House of Commons, Lord Robert Cecil stated that war had not been declared between Italy and Germany but all commercial intercourse with Germany had been forbidden by the Italian Government.

SMUGGLING RUBBER INTO GERMANY.

A LUCKY FIND.

CHRISTIANIA, April 17th.

The accidental bursting of a coffee bag on board a liner from America resulted in the discovery of 250 bags partially filled with rubber. The whole consignment was confiscated.

AUSTRALIAN WHEAT.

PAYMENT OF THE FARMERS.

MELBOURNE, April 17th.

Australian farmers have already received over twenty-one millions sterling for wheat delivered under the Government scheme.

INDIAN ARMY OFFICERS.

THE QUESTION OF PENSIONS.

LONDON, April 17th.

Mr. Chamberlain stated in the House of Commons that if an Indian Army officer died in consequence of a wound or injury received while holding temporary rank, his family would be granted pensions appropriate to the higher rank even though at the actual time of his death the officer had ceased to hold such rank.

IMPERIAL INSTITUTE BILL.

PASSES THIRD READING IN THE LORDS.

LONDON, April 17th.

The Imperial Institute Bill passed its third reading in the House of Lords on March 24th.

AMERICANS FIGHT REAR-GUARD ACTION.

REPORTED DEATH OF VILLA.

NEW YORK, April 17th.

There is an unconfirmed report that the nephew of Carranza is bringing to Chihuahua the body of Villa who is said to have died after the amputation of a leg.

The American commander reports that 300 Carranzastas aided the townspeople of Parral and attacked the American troops who were forced to fight a rear-guard action from Parral to Santa Cruz. Of the Mexicans, 41 were killed. Two Americans were killed and seven wounded.

CHINESE TELEGRAMS.

[FROM OUR OWN CORRESPONDENT.]

RESULTS OF THE NEGOTIATIONS.

A SUGGESTED ARRANGEMENT.

PEKING, April 17th.

A telegram from Chengtu-fu says it is reliably reported that the result of the negotiations between representatives of the Governor of Szechuan and Tsai Ao, the Yunnanese rebel leader, is that the latter has agreed to Yuan Shih Kai remaining as President provided a responsible Cabinet is appointed by which the Army shall be controlled.

Tsai Ao is now consulting with the other rebel provinces to see if they are willing to accept these terms.

CORRESPONDENCE.

HONGKONG'S NEGLECTED OPPORTUNITIES.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—I should like, through the medium of your paper, to bring to the notice of the Hongkong public a few suggestions which have occurred to me.

In reviewing patriotic endeavour in this Colony since the war began, it seems to me that the European community has not even yet fully realised its obligations.

It is true that the women of the Colony have done a great deal in the way of Red Cross supplies, and that subscriptions to a fairly large amount have been sent to England for War Charities, but have we yet made any real sacrifices? I think not. In the first place, no attempt has been made by the Government or the British Banks to popularize War Loans either by advertisement of the conditions of issue or by inviting subscriptions and providing the facilities for investment of small amounts by the people generally.

I feel quite certain that there is a goodly amount of money in small sums at present in the hands of European wage-earners which would be available for such loans if facilities for investment were provided.

The F.M.S. is at present issuing a patriotic loan of $15,000,000, bearing interest at 6 per cent., free of income-tax, payable half-yearly and repayable in 1921, which they propose to give to the British Government for war purposes. Could not something of the kind be done in Hongkong? The F.M.S. is a wealthy Government, and it is not suggested that Hongkong should put up a similar amount; but a loan of even $3,000,000 would help a bit and not be outside our scope.

Let us consider what a loan of this size would entail. Three million dollars repayable in 10 years means a sinking fund of $300,000 per annum, and interest at 6 per cent. an additional $180,000—altogether $480,000 per annum calculated at simple interest and, to simplify matters, allowing nothing on the sinking fund accumulations, to be provided out of additional taxation. Always bearing in mind that the best paying taxation is that which does not require additional machinery for collection, I would suggest the following for consideration:—

1. A Tax of $20 per annum on all private Rickshas.
2. Amend the Stamp Ordinance, making all contracts for any purpose whatever subject to an adhesive stamp-duty of 10 cents. At present stamp duty on contracts is, I believe, $1, for which reason, and because of the extremely laboured system the Government use—I mean the embossing of the stamp at the Revenue Office—the resultant income is practically *nil*. An adhesive stamp (postage would do) would not entail any more new machinery, and would bring in the revenue.
3. A Motor Tax.
4. A Bicycle Tax (for the benefit of our sporting trick-riding friends).
5. A Poll Tax on all Chinese arriving in the Colony who are not in possession of $10, say. (This would serve as a check on the "budmash" who comes over from Canton to live at the expense of the Hongkong Government. He is certainly a luxury we can well do without.)
6. Increase the tax on Shotguns.
7. Increase the Dog Tax.

Perhaps some of your readers can offer valuable suggestions, but I'm afraid the last word must remain with the Government as to whether anything will be done or not—let us hope so, for our credit's sake.

I notice a paragraph in this morning's issue that H.E. Sir Henry May has intimated that during the war he proposes, as an example to others, to restrict the consumption of alcohol in his house to only four kinds. This is very laudable, but I cannot see what object is served if no facilities are to be given to the public to invest the resultant savings in War Loans.

—Yours faithfully,

PATRIOT.

Hongkong, 18th April, 1916.

[The F.M.S. War Loan is already advertised, we notice, in Shanghai newspapers.—ED.]

LUKONG'S PLUCK REWARDED.

RUNAWAY ROBBER CAUGHT IN WATER.

At the Criminal Sessions yesterday Wong Kwong admitted burglariously entering a house in Caroline Road, but denied a charge of attempting to shoot a constable.

The Crown Solicitor stated that prisoner went to No. 10, Caroline Road, armed with a revolver, and got into the place by breaking in a door. The inmates were at once aroused, and he evidently got frightened, because he turned round and ran away. He was chased by the inmates of the house, and he dodged them through various streets until he came to No. 31, Yo Wo Street. This was an empty house and he went inside. He crossed over by a staircase into No. 30, and was chased by a number of people and a Chinese constable. The man ran down the street and jumped into the water at Causeway Bay. The constable very pluckily followed him, and caught him in the water. He had in his possession a revolver, loaded in four chambers. It had been stated in evidence that he shot at, but missed, the constable who chased and finally arrested him.

Prisoner said—If you will not be lenient with me, you can take me and have me shot, or do anything you like with me. I did not point the revolver.

His lordship told prisoner that burglary is a very serious offence indeed, and he was liable to imprisonment for life. There was no doubt that he pointed the revolver at the constable. It might be that he was fortunate to be standing there on a charge of burglary only and not a charge of murder. He could not pass a less sentence that ten years' hard labour. His lordship said he agreed with the Crown Solicitor that the action of the Chinese constable was very meritorious, and he thought he was deserving of praise.

The Crown Solicitor—I understand that he has already been rewarded with a medal.

"A BRUTAL CRIME."

SEVERE SENTENCE ON A CHINESE.

"The most recent Treaty between Great Britain and Portugal stipulates that extradition shall not be granted for certain offences, in which is included that of murder," said Mr. G. N. Orme, in explaining to a jury at the Criminal Sessions yesterday why a prisoner, extradited from Macao, who was alleged to have been concerned in a robbery with fatal violence was not charged with the capital offence.

The prisoner was charged with robbery with violence, and the case was heard by Mr. Justice Gompertz and the following jury:—Messrs. E. Deg Vœux (foreman), J. H. Mead, E. H. Ray, H. B. Umrigar, C. P. Pintos, E. B. Raymond, and E. M. Hazeland.

Mr. Orme said the story which the witnesses would put in their own words would very soon appear to them to be somewhat more serious than the usual robbery which came before these Courts, for in the course of that evening's adventure no less than four persons lost their lives. Of five people (three men and two women) who went out in a sampan, only one actually returned. Mr. Orme explained why the charge of murder was not preferred, and said the man was surrendered by Macao on the charge of robbery with violence, and therefore it was on that charge he must be tried. It appeared that on the night of the 12th February, about 9 o'clock, three men came down to the wharf at the Yau mati refuge and engaged a sampan, on which were a young woman and a girl, to row them to a junk in the Harbour. A hawker would say that he heard a female voice crying "Save life." He blew a whistle and proceeded in the direction of the cries with as much courage as events would warrant in the case of an isolated hawker. He thought the man probably went slowly. However, other boats rowed up, and when the hawker arrived on the scene all he could see was two men struggling in the water, one of whom he saw reach the breakwater and run along it. A man who knew the prisoner was surprised to see him running by the Lee Kee wharf, dripping wet, with blood running down his face, and minus certain of his clothing. The fugitive went to the house of a woman and begged shelter "until dawn." He subsequently went to Macao, where, according to the evidence, he confessed that he and two other men attacked the women, whom they threw into the water. When they cried out, they hit them over the head with an oar. Two of prisoner's companions were "struck to death" and he alone escaped.

Evidence was called, and the jury found prisoner guilty.

His lordship, in sentencing prisoner to 15 years' hard labour and 20 strokes with the "cat," said it was a very brutal crime. To obtain a few paltry trinkets prisoner and others had thrown these two young women into the Harbour, and then beaten them with an oar.

BLUE FUNNEL STEAMER AGROUND.

The Blue Funnel steamer *Ningchow*, while coming up the fairway to take up her moorings yesterday afternoon, went aground at a point about 100 yards from the ferry wharf at Kowloon. The steamer was in the path of the ferry-boats which at flood tide sweep round this point to take the wharf. Tugs were sent to the assistance of the steamer, and she was towed off in the evening, no very serious damage, apparently, having been caused.

GERMAN PLOTS.

DISCUSSION IN ITALIAN CHAMBER.

The earlier part of a recent sitting of the Italian Chamber was noteworthy for an interesting speech by Signor Bevione on the subject of German intrigues and espionage in Switzerland. Signor Bevione asked the Minister for Foreign Affairs "whether the possession of diplomatic credentials permitted the organization with impunity of dynamite attempts against railways and military establishments in Italy as recently happened in Switzerland."

The Under-Secretary, Signor Bonarelli, replied, stating that an Italian had been approached by an emissary of a belligerent Power, who offered large sums for the organization of attempts to terrorize the population of Italy and to hamper the production of munitions. The Italian, who pretended to accept the proposal, was instructed to go to the Lugano Consulate of the Power in question to arrange for smuggling explosives into Italy with the object of destroying a railway bridge. He informed the Prefect of Turin, but the emissary unfortunately disappeared. The Government brought the matter to the notice of the Swiss authorities and an investigation was now proceeding. In view of this fact Signor Borsarelli said it was necessary to maintain the greatest reserve.

Signor Bevione declared himself dissatisfied with the answer, and said that the foreign Power in question was Germany, and proceeded to give further details. The principal organizer of the attempt was a certain Count Bassenheim, lately a member of the staff of the German Consulate at Milan. He had been arrested in Switzerland, but was released on presentation of his Consular credentials, and was now attached to the German Consulate at Lugano. Signor Bevione urged that the Government should press the Federal Government to request Count Bassenheim's recall. He said if no steps were taken a doubt would justly arise whether, despite the war, the days of Italy's "obedient policy" were after all, quite forgotten.

Signor Bevione's speech received loud and unanimous applause. There is practically no Press comment on the question. It is probably thought that the Government may be trusted to deal with the matter satisfactorily.—*Times*.

IRISHMEN AND THE WAR.

ROMAN CATHOLIC BISHOPS' PASTORALS.

In their Lenten pastorals many of the Irish Roman Catholic Bishops direct attention to the necessity for thrift and the raising of as much food and provisions as possible on the farms. The exhortations to young Irishmen to join the Colours are fewer than might have been expected. The most emphatic of these comes from the Bishop of Tuam, Dr. Healy, who hopes that while the people will till their fields they will also be ready to fight for them against allcomers, especially against the Germans. Irishmen were able to fight as had been proved on every battlefront in Europe. They did not want their fertile acres seized by the brutal foe, and what was to save them but the strong arms and courageous hearts of the Irish people and their Allies? He hoped that they would rally to the flag, not by compulsion or coercion, but from a sense of duty as became free men. The man who struck a blow against the Prussian struck a blow for justice, freedom, and right.

Cardinal Logue speaks of the war as "not only the greatest and most destructive war in history, but a war that seems to have stirred up to their lowest depths the worst and most depraved of human passions; the distinction between soldier and civilian and public and private property seems to be ignored. Even neutrals and their property are no longer immune from destruction. Peaceful citizens travelling by sea with their wives and children are sent to the bottom without warning. Men, old and young, helpless women and innocent children, often in their beds at night, are made victims of a sudden and terrible death."

Dr. O'Dwyer, Bishop of Limerick, the author of a recent letter which gave much joy to the Sinn Feiners, says in his pastoral that the war will leave the world in a condition of the direst poverty. From time to time there have been ugly threatenings of Socialism, but he fears that they were no more than the first mutterings of the storm which will break upon European society when the war is over. "If," he adds, "anyone thinks that the millions of working men trained to arms in Europe will settle down peaceably to starvation at the end of the war in order to help to restore fortunes for their 'betters' he may have a rude awakening."—*Times*.

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FORTHCOMING EVENTS

TO-DAY

Noon.—Hongkong Tramway Co., Ltd., Ordinary General Meeting at the Offices of Messrs. Jardine, Matheson & Co., Ltd.

12.30 p.m.—Luzon Sugar Refining Co., Ltd., Extraordinary General Meeting.

4.30 p.m.—Tennis Tournament on Centre Court.

Friday, 21st April:—

Good Friday.—Public Holiday.

Tuesday, 25th April:—

3 p.m.—Auction of Crown Land at Public Works Dept.

Thursday, 27th April:—

Noon.—China Fire Insurance Co., Ltd., Meeting of Shareholders.

12.15 p.m.—China Fire Insurance Co., Ltd., Extraordinary General Meeting.

Wednesday, 3rd May:—

Noon.—Canton Insurance Office, Ltd., Meeting of Shareholders.

12.15 p.m.—Canton Insurance Office, Ltd., Extraordinary General Meeting.

Friday, 5th May:—

Noon.—China Traders' Insurance Co., Ltd., Extraordinary General Meeting.

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WEATHER REPORT.

On the 19th at 11.10 a.m.—No returns from N. China.

Pressure has decreased slightly along the coast from Shanghai to Tourane.

At 6 a.m. this morning the centre of the typhoon was in latitude 14 deg. N. and longitude 126 deg. E. moving northward.

A depression has formed over Indo-China.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day: 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District.	Forecast.
Hongkong & Neighbourhood	E. winds, light to moderate; fine at first, cloudy and foggy later.
Formosa Channel	North winds, freshening.
South Coast of China between Hongkong and Lamocks.	The same as No. 2
South coast of China between Hongkong and Bainan	The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

15TH APRIL, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.
Vladivostock	6 a.	—	—	—	—	—	—
Nemuro	6 a.	30.03	—	—	SSE	1	—
Haidate	"	30.05	—	—	NNW	1	—
Tobo	"	30.05	—	—	NNW	1	—
Kochi	"	30.07	—	—	—	0	—
Nagasaki	"	30.03	—	—	E	1	—
Kagoshima	"	30.04	—	—	NW	1	—
Ooima	"	30.01	—	—	SSE	1	—
Naha	"	29.97	—	—	E	1	—
Ishijima	"	29.95	—	—	ESE	1	—
Bonin Is.	"	29.99	—	—	N	1	—
Chifoo	6 a.	—	—	—	—	—	—
Weihaiwei	"	—	—	—	—	—	—
Haukow	"	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Kiukiang	"	—	—	—	—	—	—
Chingsha	"	—	—	—	—	—	—
Shanghai	"	29.88	54	97	SE	2	b
Gutslaff	"	29.86	54	100	SSE	3	o f
Sharp Peak	"	29.97	60	84	—	0	b
Amoy	9 a.	29.99	66	91	SE	2	b
Swatow	6 a.	—	—	—	—	—	—
Taihoku	5 a.	29.85	68	94	—	0	b
Tuchu	"	29.83	70	—	—	0	o
Tainan	"	29.84	70	—	NNE	2	b
Koahun	"	29.82	68	—	ENE	2	b
Pescadores	"	—	—	—	—	—	—
Canton	6 a.	29.93	71	95	SE	1	o
Hongkong	"	29.85	71	95	E	3	o f
Gap Rock	"	29.85	—	—	E	3	f
Macao	"	29.81	75	91	ESE	2	o
Wuchow	9 a.	—	—	—	—	—	—
Bothow	"	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Haiphong	6 a.	29.78	73	92	SSE	4	o
Tourane	"	29.75	78	—	S	4	o
Cape St. James	"	29.76	77	—	ENE	2	o
Aparri	"	29.85	77	92	E	1	o
Dagupan	"	29.86	76	91	—	0	o
Manila	"	29.89	76	91	—	0	o
Legaspi	"	29.91	79	8	W	2	o
Tacloban	"	—	—	—	—	—	—
Iloilo	"	29.71	75	98	—	0	o
Surigao	"	—	—	—	—	—	—
Iaouan	"	29.72	80	95	N	4	o

RADIO-TELEGRAMS.

Ujimanek ... 6 a. 29.80 68 — ENE 3 b

Lat. 24.6 N. Long. 117.08 E.

T. F. CLAXTON, *Director.*

1 BAROMETER, reduced to 32 degrees Fahrenheit, in the level of the sea in inches, tenths and hundredths.

2 TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, to humidity of air saturated with moisture being 100.

4 DIRECTION of WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew.

7 RAIN in inches, tenths and hundredths.

HONGKONG TIDE TABLE.

From 19th to 25th April 1916

Date.	Week Day.	Hongkong Mean Time	Height	Hongkong Mean Time	Height
		h. m	ft. in.	h. m	ft. in.
Wed.	19	m 9 17	4 2	m 3 58	2 4
		10 45	5 3	4 0	0 7
Thurs.	20	m 9 50	7 5	m 3 54	2 7
		11 42	4 8	5 13	0 6
Fri.	21	m 10 28	7 6	m 4 20	3 1
				6 10	0 7
Satur.	22	m 0 54	4 4	m 4 47	3 4
		m 11 16	7 5	7 16	0 8
Sun.	23	m 2 2	4 0	m 5 15	3 7
		0 13	7 2	8 31	1 1
Mon.	24	m 4 14	4 0	m 5 44	4 0
		1 22	6 8	9 56	1 2
Tues.	25	No infer.	high	nor low	water
		3 10	6 4	11 9	1 8

"WAIT AND SEE."

THE TRUTH ABOUT A FAMOUS PHRASE.

[BY SPENCER LEIGH HUGHES, M.P.]

It is probable that no phrase ever coined in the mint of politics has been more widely circulated than the phrase "Wait and see." And yet, though Mr. Asquith first used it only a few years ago, probably little suspecting at the time that it would "cling to him everlastingly," and though there are hundreds of members still in the House who heard him use it, already there is doubt as to when and about what, he uttered the words. During the last few days I have questioned many members as to the time when, and have received many answers, all differing from each other, except in the fact that they have all been wrong. One member was very positive that the phrase was used towards the end of November, 1911, and he was certain about this because at the time he was on his way to India, and he could remember reading about the incident after he reached India. Many were sure that it formed part of an answer to questions about the Goverment's plans in regard to the conduct of the Parliament Bill, while others were equally certain that it had to do with questions about Home Rule.

They were all mistaken, but their errors are of small importance when compared with the absurd legends that have been concocted by unscrupulous people, and believed by the ignorant, concerning the phrase. There are some who will tell you that at the outbreak of the war Mr. Asquith adopted the words "Wait and see" as a sort of motto, implying that he was going into the war in an easy-going spirit, wondering, but not caring very much, what would happen. I have heard it declared that the Prime Minister first employed the words in an off-hand manner when it was resolved to embark on the Dardanelles expedition! From scores of platforms excited gentlemen have asked. "What are we to think of a Prime Minister who is capable of saying 'Wait and see'?" and the question has seldom failed to arouse cries of "Shame" from an indignant audience. Of course, one might just as well ask what is to be thought of a Prime Minister who says "Good morning" or "Thank you," for the propriety or impropriety of the phrase "Wait and see" depends altogether on the occasion when it was used, and the questions to which it formed an answer.

It may be well, therefore, in the interests of history and accuracy (not always the same thing), to place on record the fact that this answer was given on April 4th, 1910, more than a year and a half before the very positive member who was sure that the words were used when he was on his way to India had started for that part of the Empire. Perhaps I ought to say "these answers" rather than "this answer," as the Prime Minister used the words five times on the day in question. He was being questioned first as to whether the Finance Bill of 1910-11 would be the same as the Finance Bill of 1909-10, without the alteration of so much as a comma, and he said to Mr. (now Lord) Peel:

"I am afraid that we must wait and see."

A few minutes later Mr. Lonsdale (now Sir John) asked when the third reading of the Finance Bill would be taken, and the answer was:

"The hon. member had better wait and see."

After this Earl Winterton wanted to know if a date for the third reading would be announced before the House rose for the spring recess, and the Prime Minister replied:

"I can only repeat the answer which I have already given. The noble lord must wait and see."

Then the subject was changed, and Mr. Harry Lawson (now Lord Burnham) asked by what procedure the resolutions on the relations between the two Houses would be introduced into the House of Lords. Mr. Asquith once more remarked:

"The hon. member must wait and see."

And then, having been asked by Mr. James Hope if the constitution of the House of Lords would be altered before the Home Rule Bill was passed, the Prime Minister for the fifth time replied:

"Again my answer is that the hon. gentleman must wait and see."

Thus it appears that this phrase, which is supposed by some to have a sinister significance, and to show that Mr. Asquith is as careless as Gallio, was used merely in regard to the order of business, the date or character of a Budget, and so forth. I will undertake to say that every Leader that the House has had since the time when it became customary to question Leaders of the House on such subjects, has given the same answer, possibly expressed somewhat differently again and again. I can remember Mr. Balfour saying urbanely many a time that it would be premature to make a statement as to the course of public business, or that he hoped to make such a statement "at no distant date." What is such an answer but "wait and see" in another form? And I doubt if there has been any Chancellor of the Exchequer during the last fifty years who has not said in reply to inquiries about what proposals were likely to be included in the Budget that he must decline to anticipate his financial statement, or to disclose in advance the contents of the forthcoming Budget. Mr. Asquith prefers plain and concise expressions, and instead of "deprecating any preliminary and premature revelations as inconvenient, as not in keeping with sound precedent, and as contrary to the public interest, as some men would, he simply says "wait and see"—just as about eighteen months later he said in reply to a question put by Mr. Tim Healy, "Time will show." Why should he be blamed for this? And why should interested or ignorant people hurry to and fro suggesting that he went into this war, and has entered into other grave controversies, in a sort of chuck-farthing spirit, content to wait and see how the coin will come down? His only sin, if it be a sin—and I regard it as a virtue—is that instead of indulging in pompous verbosity when answering questions as to procedure he used three short words. And yet I have no doubt that to the end of time some people will wag their foolish pates whenever they hear those three short words repeated.

AUTHORITATIVE OPINION ON GERMANY'S FOOD SUPPLIES.

HELP FROM BALKAN STATES INSIGNIFICANT.

Professor Paul Eltzbacher, president of the Commercial Academy at Berlin, is a recognised authority on the statistics of foodstuffs. He has published an important study of the "Problem of Food in the Second War Year," which is probably the most authoritative utterance on the subject we are likely to see.

Dr. Eltzbacher first of all states popular opinion, as follows:—We have broken the ring which surrounded us. The British plan to starve us has been frustrated. We have now established connection with Bulgaria, with Turkey, with Persia. Rumania no longer reckons on our defeat. Train after train rolls into Germany with wheat, maize, legumes from the Balkans. The problem is gradually being solved.

But, says Prof. Eltzbacher, if one looks into things they bear a totally different complexion. It is all very well to purchase grain in Bulgaria and Rumania, but if it is to be of any use it must be transported to Germany. The sea route is closed, the Danube route is not capable of much and has many serious drawbacks, and as far as the railways are concerned the most persistent efforts will only result in very small consignments of grain reaching Germany. Probably not more than half a million tons will reach Germany by land between now and next harvest. And this quantity is not of much importance.

BAD HARVESTS.

It is quite clear now, says Professor Eltzbacher, that the present harvest was several million tons short of the harvest of 1914. This fact ought not to be concealed any longer. The deficiency in oats is most noticeable. The legume harvest did not reach the average. With regard to the sugar beet, the professor reckons that the harvest was about three-fifths of that of 1914. This was owing to the shrinkage in the quantity of land under beet cultivation, and this again was owing to the impossibility of importing artificial manures from abroad. About 750,000 tons of sugar are necessary to make up the stock to its normal level for home consumption. Potatoes, vegetables, and fruit were good harvests.

Owing to the drought Professor Eltzbacher computes 30 per cent. less clover, hay, and green food for cattle and horses. At the present moment there is a very dangerous diminution of the stocks of these foods, a scarcity which may compel holders of pigs and cattle to slaughter them prematurely.

It was really a mercy, says the writer, that the Government began so early with measures for regulating the consumption of bread. Had this not been done the 700,000 tons of cereals brought forward from the 1914 harvest would have been consumed, and Germany at the present time might have been in a parlous condition. Let it be clearly impressed on Germans, adds the professor, that the grain from the Balkans, at best, will be only a drop in the ocean.

THE TEACHINGS OF EXPERIENCE.

The only gleam of comfort with regard to food supplies which Prof. Eltzbacher sees in the second year of war lies in the experience gained in the first year, in the machinery for dealing with scarcity which has been created in all categories of food, and in the organisations which have been set up for the enforcement of economy on individual citizens. He thinks much more must still be done in this direction, especially in country districts. The appeals "deal sacredly with bread," "save your butter," etc., have had their full effect in towns, but in rural districts they are often unheeded. The farmers have troubles of their own—scarcity of manure, scarcity of fodder, no horses or oxen, and, worst of all, no labour. At the head of many a farm is now an inexperienced woman. Improvidence on one side and selfishness on the other will work disaster, says the Professor, if it is not stopped. "The situation is so serious that even in the country districts there must be no extravagance."

POSSIBILITIES OF DISASTER.

Prof. Eltzbacher again and again alludes to possible disaster. In this respect he differs from the bulk of less famous experts who dull the public with their All's Well. In his opinion if disaster is to be avoided agriculturists must do more than they have yet done to make their land productive. Their object, moreover, must not be to produce those articles, to lay down those crops, which will bring in most money, but to produce crops which are richest in nutrition. The land under sugar beet must be increased. It is the most nutritious plant raised by the farmer—five times as much nutriment as rye, and twice as much as potatoes.

There must be no unnecessary killing of milch cows. This is suicidal. In a word: Produce as much nutritious food as possible; waste as little as possible of it. Prof. Eltzbacher finds fault with the low price of potatoes. Farmers are thus tempted to feed their swine with this valuable food. "We are not so sure of our position in this second year of war that we can afford to think of pleasant things like butter and bacon and low prices. The problem is how to hold out till next harvest." And again, "agriculturists must deliver more food to us if the German people are not to have their future endangered, if war weariness is not to follow hunger and insufficient nutrition."

REORGANIZING BLOCKADE WORK.

It is understood that a considerable reorganization of the Departments concerned is in progress as the result of Lord Robert Cecil's appointment as Minister of Blockade. Efforts are being made to concentrate the various activities of the Foreign Office, the Admiralty, the Board of Trade, and the special War Trade Department with its various committees. It is felt by members who have been engaged in this work that the Foreign Office, while it must naturally have the last word in diplomatic relations with foreign countries, should as far as possible be relieved of any hand in the details.

WOMEN FOR MEN'S WORK.

A NEW COMMITTEE.

The President of the Board of Trade, after consultation with the Home Secretary, has appointed an advisory committee:

(1.)—To advise the Board of Trade and Home Office on questions arising from time to time out of the measures required to be taken by those Departments to give practical effect to the policy of his Majesty's Government of extending the employment of women in industrial occupations so as to enable essential industries to be maintained in spite of the depletion of their supply of male labour by recruiting for war purposes, and

(2.)—To watch and report from time to time on the progress made in different localities and industries in the extension of the employment of women.

The members of the Committee are:—

Mr. Cecil Harmsworth, M.P. (Chairman).
Miss A. M. Anderson.
Mr. W. H. Beveridge.
Miss Hilda Cashmore.
Mr. D. C. Cummings.
Mr. G. W. Currie, M.P.
Mr. M. Delevingne, C.B.
Miss F. H. Durham.
Miss Violet Markham.
Mr. J. S. Nicholson.
Mr. J. O'Grady, M.P.
Mr. B. Seebohm Rowntree.
Mr. D. J. Shackleton.

Mr. F. Lavington, of the Board of Trade, and Mr. M. H. Whitelegge, of the Home Office, have been appointed joint secretaries to the Committee.

AN URGENT APPEAL.

Meanwhile the Home Secretary and the President of the Board of Trade have addressed an appeal to all employers in the manufacturing industries, calling attention to the urgent necessity of concerted action to make good the loss of labour caused by withdrawal of men for the Forces. They say that the full maintenance of the manufacturing industries necessary to the provision of Government supplies, the support of the population, and our export trade, is of vital importance. On it hang very largely the successful conclusion of the war and our continued prosperity in after years.

The situation demands prompt and vigorous action. Men are rapidly being withdrawn, a large amount of plant is already standing idle, and many complaints are being received that the necessary labour cannot be got. The one source of supply is the great body of women at present unoccupied or engaged only in work not of an essential character. Many of these women have worked in factories and have already had an industrial training. Previous training, however, is not essential—since the outbreak of war women have given ample proof of their ability to fill up the gaps in the ranks of industry and to undertake work hitherto regarded as men's.

Every employer whose business is threatened with diminished productivity through the loss of men is urged to make every possible effort to maintain his production by using women, whether in direct substitution for men, or by some subdivision or rearrangement of his work. The Home Office and the Board of Trade will give employers all the help in their power.

It is pointed out that individual effort by employers has only been partially successful—in some cases it has failed entirely—in obtaining women substitutes. If overlapping, competition, and waste of effort are to be avoided, there must be central machinery in each industrial area to organize women's labour. The needs must be ascertained, and steps taken to attract the women required. The Labour Exchanges, with their organization and staff, are ready to hand, and special arrangements are being made to use them to the fullest extent for this purpose. But employers alone can determine how their businesses can be reorganized on a basis of women's labour and the number of women they will require. Every employer, therefore, who has not already done so is asked to do two things:—

(1.)—To review the organization of his works in order to ascertain how it is possible by rearrangement of work and other measures profitably to employ, as temporary substitutes, as large a number of women workers as possible.

(2.)—To send to the local Labour Exchange at once—and from time to time as the situation develops—particulars of his requirements for women labour, with the fullest possible details as to the classes of work and the qualifications required.

Arrangements are being made for persons with local experience of industry and social work to help in canvassing and drawing in the reserves of women. It is realized that the substitution of women for men may cause some difficulties in arranging for conditions of work suitable to women, or complying with the Factory Acts—but in many industries these have already been overcome, and the Home Office and the factory inspectors will do all they can to advise and assist employers in meeting such difficulties.

OPPOSITION TO SWISS WORKERS.

Reuter's correspondent at Zurich telegraphed on March 12th:—In reference to my telegram of the 16th instant, stating British trade unionists were beginning to place obstacles in the way of Swiss munition workers being employed in Great Britain, Swiss labour leaders inform me that during last week Swiss sub-agents of leading British firms employed in engaging munition workers to go to England received instructions to stop their work and cancel the contracts already made. A number of men in various towns who were prepared to start for London next Tuesday have been told not to go, the reason given them being that Swiss comrades who have already gone to England are meeting with difficulties from British union workers. This agrees with a confidential communication from an unimpeachable British source.

At times of crisis it must be Bovril
BRITISH TO THE BACKBONE

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WAR IN MESOPOTAMIA.

THE TIGRIS FLEET.

[BY "EYE-WITNESS."]

The first line of transport, as everybody knows, carries the ammunition and tools sufficient for the day to the army in the field. The second line carries the day's rations, kit and blankets. The third line is the general reservoir from which the daily issues proceed; it does not as a rule come under the enemy's fire. With a line of communication 400 miles long the army is hard put to it which cannot depend on river or rail.

In Mesopotamia the Tigris serves as the third line for British and Turks alike. We with our access to the sea can increase and replenish our river transport indefinitely, whereas the Turk must carry on with his present fleet. He has five large "rivers" north of Kut-el-Amara, but these can only carry as far as his base at Shumran, five miles north of General Townshend's position which commands the river and cuts his line of communication south. From Shumran supplies are conveyed to the troops on either bank of the river by camels and donkeys. As regards rations the country is nearly if not quite self-supporting. Troops and equipments are carried downstream to Baghdad from Mosul, or as far north as Seziram, on kelleks, the great skin rafts of the Tigris. These are broken up at Baghdad and the skins sold or conveyed back by land. To supplement his river transport the enemy has his railway running north of Baghdad ninety miles to Samarra, beyond which there is the gap of some 360 miles across the desert to the railhead at Ras-el-Ain. Until this line is complete and the tunnels driven through in the Taurus and Amanthus mountains, that is, for an indefinite length and time, the advantage in the transport of troops and equipment must be with us.

The carrying capacity of the Tigris with the present fleet is not equal to that of a single line of railway with an average supply of rolling stock, but it is increasing in proportion to the development of the campaign. The river with sufficient craft and the traffic well regulated would have certain advantages over a railway, offering fewer vulnerable points and demanding a minimum of troops for guard duty, but the siding difficulties of the permanent way would have their parallel at low water in the narrows, especially between Qurnah and Amara, where it is difficult for ships to pass. Up to Qurnah the Shat-el-Arab is navigable for ocean-going steamers of a certain draught. Above it vessels drawing 4ft. or 5 ft. of water are frequently held up, and except in the flood season one has to tie up at night. These local river craft make a picturesque fleet with their high forward sloping mast, huge rudder, lateen sail, and cutaway prow pointed and barbed. They are painted like the Chinese junk, but with Arab designs of the zodiac, generally white on a ground of green or red or yellow. Each boat carries a large clay oven like an ant-heap and the poop is boarded over for the crew. They have been compared to the Nile dahabiyah, but I am told they are more after the pattern of the nugger of the Soudan. They are wild piratical-looking craft, rude and primitive as the Arabs who navigate them, and they would lend themselves well to illustrations of the Sagas.

The mahaila carries anything from fifteen to seventy tons. She can make ten miles a day towed against the current, and four to six knots an hour with a following wind. The bulk of this invaluable fleet is with us, and only an inconsiderable part is in the hostile zone north of Kut-el-Amara.

The Arab name for the long, narrow, canoe-shaped boat of the country, the gondola of Busra, is the bellum. It is punted or paddled, preferably paddled, according to the depth of the water. The martial suggestion in the word was reduplicated during the amphibious phase of the campaign when the craft were referred to in official despatches as "war-bellums." They were collected and used for conveying infantry to the assault of the enemy's position. When the Arab boatmen decamped our sepoys were trained to punt or paddle. In the flooded state of the country during the advance up the Tigris in May and June everything depended upon the bellum. It was the same at Shaiba when they carried General Melliss' brigade to the scene of action; and again in July when General Gorringe's column advanced up the Euphrates from Qurnah across the Hammar lake to Suk-Esh-Sheyukh-Nasiriyah. But the bellum plays no part in the immediate operations; it is essentially a down river boat.

To supplement the paddle steamers of the Tigris river craft have been gathered in from Bhamo to the Sunderbans. Beyond question the boat of the most catholic ancestry at present on the Tigris is the *Aerial*, half-house boat, half aeroplane. Its hull is from the *Brahmaputra*, and it is fitted with an air-propeller and a 50-horse power semi-Diesel type engine. It makes more noise than a minor battle. It once plied as a shikar boat in Assam; but its owner and navigator had a happy inspiration and this miracle of private improvisation is now the officially recognised hospital ferry. It plies hourly between the field ambulance on the river bank and the hospital camp. It has run the gauntlet of shot and shell and mine, and the adventures of its navigation between Ctesiphon and Sheikh Saad alone would provide material for a bulky volume.

Another boat indigenous to the Tigris is the cauldron-like gufar of Baghdad, probably the oldest vessel in the world. A gufar moored alongside the *Aerial* offers a striking picture in the evolution of craft. They are reed baskets with wooden uprights plastered over with pitch from the bitumen wells of Hitt. Herodotus described them "round as bucklers" spinning down stream with merchandise from Nineveh to Babylon; each gufar carried a donkey and was navigated by two men. Arrived in Babylon and the merchandise disposed of, the gufar was dismembered and the parts carried back overland by the passenger ass. One first meets with these craft at Amara, the most northern limit upstream in Tekret.

In describing the river craft I have said nothing about the navy or the Royal Indian Marine, our advance guard and rear guard, flail of the Arab mine sweepers, escort, artillery in battle and general shield. The constitution of the fleet and its immediate activities are a secret which may only be divulged after the war.—*Pioneer Mail.*

HIS PROGRAMME.

A FEMININE MODIFICATION.

[BY W. PETT RIDGE.]

Private Rowden compared the sea journey with the crossing experienced on the way out, six months earlier, and admitted that the less a ship pretended to be a swing on Hampstead Heath the better he liked it.

His comrades ridded themselves of the burden of their equipment and made a semi-circle on deck.

"Not but what I can always enjoy myself," he mentioned, "in good old London. (After you with that so-called match of yours, Claude. There's one of the things they do a jolly sight wiser over where we're all bound for. Not so much perfume, but more illumination.) I've got the evenings of my leave to look forward to, and each one of 'em is all planned out and arranged so that there won't be a single moment lost. When we meet again, early next week at Victoria, my word, but I shall have something to tell you of!"

He chuckled and shook his head gleefully, but noting that some of the others were about to speak, held up his hand as a signal for attention.

"I'm not like some of you bounders," Rowden went on. "I had the presence of mind to be born in London; I took the opportunity to go on living in London, and I know the show from beginning to end. From start to finish. From A to Applezand. From north to south and east to west. If any of you chaps want to know anything concerning London, you come to me. Don't ask no one else, otherwise they'll mislead you."

An inquiry was put concerning a certain West End theatre. Where was it situated exactly? How did one get there? Was the gallery all right, and would a long wait be necessary?

THE SHILLING STALLS.

"That," he admitted, "is a bit off the map so far as I'm personally concerned. When I patronise a place of entertainment my idea is to be entertained. Now, take my own case. I shall reach my baronial mansion at 17, Juniper-road, Kentish Town, North-East, sometime in the course of the day. I have a clean up and a change, and then I say to the wife, 'What about the first 'ouse at the Bedford? Is there a pretty good bill on there this week?' And the wife makes answer that there's So-and-so and So-and-so and So-and-so and So-and-so.

A youth remarked that this suggested a rather monotonous programme.

"At ten past six," continued Private Rowden, gazing out at sea dreamily, "we're a-sitting in the shilling stalls, as large as life and twice as natural. I've got a cigar stuck in my face. A real cigar, mind you, not one of those we've been accustomed to have given us over on the other side. We join in the choruses. We chaff the people in the boxes. We guy the conductor. I go out in the interval and have a tonic. I come back, and I put my arm casually round the wife's waist and I look on at the remainder of the performance; and I challenge you"—Private Rowden's voice became argumentative—"I defy any one of you to say that, at that moment, I'd be inclined to change boots with old Joffer, or the Prince of Wales, or anyone else. We shall be out into High-street before nine, and the pubs. don't close till the half hour. No doubt our educated friend Claude, here, will say it ain't a very intellectual way of spending an evening. The answer to which sarcastic remark is that it's my way of spending an evening, and that's dashed well all about it!"

SOMETHING IN A TANKARD.

In the train, after disembarkation and bustle at the harbour, Rowden was able to sustain his position of authority by replying to eager inquiries.

Some of the men wished to cross London; he was able to give the number of the omnibus to be taken. A few desired to buy presents to be taken home; he furnished the names of appropriate shops. One wanted a good square feed, with a beef steak off the grill and something in a tankard: Rowden gave him a choice of six establishments, with a sworn guarantee of their excellence.

"Thinking it over," he remarked pensively, "I'm not so sure that I feel particularly keen on a hall this evening. There'll be a lot to talk about, and watching parties dance and monkey around generally does undoubtedly interfere with conversation. I'm more inclined to take a stroll and pay a few society calls at friends' houses. With the exception of one or two of my own relatives, they'll all be pleased to see me; there will be plenty to eat, and enough to sup up, and I shall enjoy the jamboree no end. Shan't take the wife, because she's a home bird and she don't like leaving the baby, and, furthermore, her presence is always somewhat of a skid on the wheel, if you realise what I mean. I've got no other complaint to make against her, and if people dared to criticise her I should settle with them in just about two rounds—two rounds would finish the contest."

A comrade who had succeeded in obtaining a sporting journal mentioned that, according to a notice, there was to be a great record boxing tournament, commencing at eight o'clock sharp.

"That's my mark," announced Private Rowden definitely and exultantly. "That'll be my telegraphic address for this evening. If you're going as well, old sport, just you call round at my place and I shall be ready to confer upon you the honour of my company. Me and you, my lad, we'll paint Kentish Town a bright vermilion. Better than all your variballs and all your pottering round visiting friends and making your poor head ache by explaining how you just missed getting the D.S.M., and reckoning the number of Germans that you very nearly popped off."

"SECONDS OUT OF THE RING!"

He stood up and prepared to offer an imitation.

"On my right, gentlemen, Punch Wells, of Chalk Farm; on my left, Bat Dixon, of Somers Town. Twenty rounds of three minutes each. No talking, please; no comments of any kind whatever. Seconds out of the ring. Time!"

Private Rowden, sometimes avoiding toes, and occasionally failing to do so, dodged up and down the restricted gangway of the compartment in his effort to convey the sport at its highest and best.

"One under the chin, so! A dodge of the head, so! A swing round with the left, so! A smart bit of side-stepping, so! A reg'lar ding-dong, bang, bang, biff, bang—"

The other soldiers took part in the scene, shouting, "Break away, can't you?" appealing for order, giving warnings to the supposed combatants, protesting against unfair blows. Private Rowden at the end sank back into his seat exhaustedly to accept compliments on a fine and a realistic performance. Someone followed with a mimicry of Mr. George Robey, and this was succeeded by a version of the deportment of a stout German prisoner. Nothing, according to the general opinion, exceeded in value and in merit Private Rowden's contribution.

"If we all enjoy our time," said the *Sporting Life* man, "as he's going to do, we shan't do badly. Rowden, my child, watch out for me at 7-30 prompt."

The call was made at Juniper-road as the wrist-watch showed the half-hour. Private Rowden himself answered the knock.

"Sorry I can't manage to come along," he said quietly. "But I've been taking the kid out in his pram this afternoon—haven't seen him, you must understand, since he was a year and half old—and now the wife, as a special favour, is going to let me watch him have his bath!"

AMERICA AND THE WAR.

MORE NEWS OF THE BRITISH ARMY NEEDED.

Sir Arthur Herbert, lately a Minister in his Majesty's diplomatic service, has recently arrived home in England from New York, where he and Lady Herbert have been engaged since the war began in the inauguration of the British-American War Relief Fund, which is an association for obtaining supplies for the Allies' hospitals. It has now eighteen branches, extending from New York to San Francisco, and is at present one of the largest organisations of its kind in America.

Interviewed on his return to England, Sir Arthur said it would not be advisable for him to discuss politics or American opinion with regard to the war. "There is one thing I would like to say, however," he added, "and that is, that the American Press are very anxious to have what they call 'stories' of the work of the British Army in the field and elsewhere, and of events happening in England. The supply of such 'stories' is now exceedingly limited, in fact practically non-existent. On the other hand, an enormous number from German sources are being communicated to the American Press, and everything possible is being done to maintain the interest of America in events happening on the German side. The imaginative action of Americans is likewise being stimulated by cinematograph representations of the doings of the German army, all, of course, inspired by German propaganda which has recently been very active in this way and also in trying to influence public opinion politically."

Sir Arthur readily gave an account of the war relief fund which his wife and he have organised. "Much is known in this country already," he remarked, "about that movement, which has sent gifts of clothing to British soldiers in the trenches and large quantities of hospital supplies to both England and France, and also several ambulances, etc. Lady Herbert, as president of the society, has received a large number of letters of thanks from officers and men. The results of our first year's work to October last show that goods to the amount of about £80,000 had been forwarded to various destinations in Europe, but I have no doubt that judging by the results of the following five months' working the output will be doubled during the coming year.

"The Americans have shown great sympathy with the aims of the society, now admitted to be one of the best organised in America. It is impossible to say too much in praise of the work of the American ladies and gentlemen who have associated themselves with the fund. At this moment our society is drawing gifts from every State in the union. Large supplies of warm clothing and hospital necessaries of all sorts have been sent to England, Belgium, France, and Serbia. The administration expenses are absolutely nil. People of British descent everywhere have rallied to our aid."

DIPLOMACY AND THE BALKANS.

CANDID VIEW OF WHY BRITAIN FAILED.

To get an adequate idea of the course of events in the Balkans it is important to remember that all the nations, rulers, warriors, and insurrectionaries have from first to last been pawns on a chessboard moved by the diplomatists of Europe, said the Hon. W. Pember Reeves, speaking on the Balkans at the London School of Economics recently.

Europe began to interfere in the Balkans 300 years ago, and she was interfering now. Roughly, the interference of any great Power was either to get something for itself or to prevent some other great Power getting something. Occasional unselfishness had been shown, such as Mr. Gladstone's championship of Bulgaria, while Sir Edward Grey's policy, criticised though it had been, was mainly dictated by his wish to preserve European peace.

The fruit of English diplomacy in the Balkans during the last 50 years since we gave up the policy of bolstering up Turkey, had not been that it was dishonest or selfish or that it was always wrong, but that it had not been successful; that, sometimes honestly, sometimes through sheer ill-luck, it had alienated nation after nation, province after province, until there was not a single nation left in the Balkans who respected or trusted England.

This was partly because of the difficulties of the position and partly because England had let it be seen plainly that she did not consider anything that might happen in the Balkans worth going to war about.

THE SUEZ CANAL BARRIER.

TRENCH-MAKING IN THE DESERT.

CAMEL AND MOTOR-CAR.

[FROM W. T. MASSEY.]

If the danger of a Turkish attack on Egypt is not entirely removed, a serious attempt at invasion is becoming very remote. The warm season is approaching, and with it departs the possibility of moving large bodies of troops across the inhospitable desert, unless elaborate preparations were previously completed. Of these there are no signs, certainly not for an army large enough to measure its strength with the defenders.

The Turks and their German masters may have intended a descent on Egypt, but the well-grounded fear that full protective measures have been taken against them and the disaster at Erzerum have presumably caused a change of plans. That at least is the conclusion formed by the absence of indications of enemy activity at a time when the precious days of moderate temperature are becoming fewer. There may be sporadic attacks by small parties, but a serious effort to reach the Suez Canal is practically impossible this season.

ENEMY'S HERCULEAN TASK.

Having seen the defences which 18 months ago were sufficient to break the effort of 15,000 Turks to cross the Canal, I make bold to say that a quarter of a million of the enemy have less chance to-day. The enemy have not the faintest prospect of sending such an army against us. The Canal and Egypt are perfectly secure. Indeed, it is doubtful whether any part of the European battle front is so safe from the results of attacks. If it has been necessary for Great Britain to make a vast expenditure in money and labour to secure the freedom of the waterway connecting the seas of East and West—the expenditure is an insurance premium that no Home or Colonial Briton will grudge—how much greater must be the cost of adequate preparations to the enemy? He has to cross a practically waterless waste with nothing to sustain an army except what he can carry from his base, a hundred miles away.

Prudence prompted our Command to construct numerous light railways on the eastern side of the Canal, and to lay an elaborate system of pipe lines for the water supply. Unless the Turks make similar arrangements over 10 times the mileage, they cannot bring an army equal in numbers to that which they have to meet, nor keep them opposite our lines for more than two days, even without a shot being fired at them.

Our preparations are planned to resist the most serious attacks that could in any circumstances be made against Egypt. We have stores carried miles into the desert by rapid little trains, and a hundred miles of metalled roads made for wheeled transport. The hum of the motor is carried far in the desert air, but even the aid of almost every modern appliance for speedy locomotion is not sufficient for our purpose. While long clouds of dust raised on the roads by self-propelled vehicles tell the story of an up-to-date transport service, you see camel trains, moving as in Pharaoh's time, larger perhaps than ever before in history, carrying different loads, but in the same slow, methodical, follow-my-leader way. This curious blend of ancient and modern transport is necessary and desirable in order to bring to the service of the Army every possible means of carriage, and it is due to the employment of all available resources that such astonishing defensive works have been completed.

What the system of defences is must not be indicated, for the very good reason that the enemy would like to know. But it is certain that if ever there were any chances of a Turkish success they have completely vanished.

VETERANS FROM GALLIPOLI.

During my visit to the front line of defences I was much impressed with the character of the work and the enthusiastic labour of the troops. In this sector the preparation of the lines was given to a Division composed of veterans who proved their courage and martial spirit in the stern days in Gallipoli. Some had held on to their duties longer than their health warranted because they wished to see the quality of the reinforcements and impress upon them how vital it was that the Younger Nations should show the Mother Country that their stock was true. They came to Egypt with nerves unshaken, for the Gallipoli ordeals had merely tempered them. But jaundice and other forms of sickness which prey on troops had lowered their systems. After recuperating for three weeks in a desert rest camp they were ready for fresh trials. Indeed the Divisional Commander told me that the news that his men were to prepare and occupy the first line gave them intense satisfaction; though the subsequent toil was heavy and the calls upon their cheerfulness and endurance were great, their health remained splendid. Their work for the Empire has acted as a tonic and the rate of sickness among these war-worn heroes has fallen to three per 1,000.

Hired labour is used on railway and road construction, but only troops are employed on the defences. For weeks the troops, British and Colonial, dug, levelled, sandbagged, and so on, until they had produced a system of earthworks incomparably superior to any made in Egypt before. Those who watched them were amazed at their skill and pride in the work. They have done magnificently, and in the whole of a wonderful line the men see to it that there is not an idler. There is no room for a drone in that hive of bees.

BINDING THE DESERT.

Trench-making in the desert used to be never-ending and heart-breaking. You cut a hole and the sand filtered in like water. Even should the air be still, tiny particles would drift in; but when the Khamseen blows, as it does now with the force of a moderate gale, heavily charging the air with sand, there comes over the trench parapet and gun-emplacements a fog of dust which quickly fills the laboriously-cut holes. This is bad enough, but the loose sand is easily distributed when the storm subsides. What is to be feared is that the walls of the trenches will fall away and then the whole previous exertion will have been in vain.

A new form of trench has been planned to meet the difficulty. The latest design involves infinitely more labour in the initial stages, but prevents damage by storm or the pressure of the sand. These elaborate trenches will stand the ravages of time and of the desert storm. Perhaps some future excavators for relics of ancient people will come upon the memorials of the love free men to-day have for all that civilization and progress stand for.

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HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, April 18th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.92	29.88	29.85
Temperature	76	71	76
Humidity	77	95	77
Wind-Direction	East	East	East
Force	2	3	3
Weather	c	Mist	c
Rain		—	—

Highest mean Temperature on 17th 78
Lowest " " on 17th 69

SHIPPING.

ARRIVALS.

HAIYANG, British str., 1,362, A. E. Hodgson, 17th April—Saigon 13th April, Rice.—Order.

KWONGSANG, British str., from Canton, 18th April.

LOONGSANG, British str., 1,092, Knight, 18th April—Manila 15th April, Rice.—Jardine, Matheson & Co.

MAUSANG, British str., 1,344, Alcock, 17th April—Sandakan 10th April, General.—Jardine, Matheson & Co.

MONTEAGLE, British str., 3,953, A. J. Hailey, 18th April—Vancouver 21st March, General.—C.P.O.S., Ltd.

OANFA, British str., 5,809, W. Cope Lycett, 18th April—Liverpool 19th February, General.—Butterfield & Swire.

SHIDZUOKA MARU, Japanese str., 3,869, N. Shihata, 18th April—Shanghai 16th April, General.—Nippon Yusen Kaisha.

TAISHUN, Chinese str., 1,216, C. A. Westerlund, 17th April—Shanghai 13th April, General.—Order.

UJINA MARU, Japanese str., 3,092, S. Kadaka, 17th April—Saigon 12th April, Rice.—Mitsui Bussan Kaisha.

CLEARANCES.

IN THE HARBOUR MASTER'S OFFICE, April 18th.

ARDERNEY, British str., for Singapore.

KENKON MARU, Japanese str., for Chingwantao.

TALTHYBIUS, British str., for Manila.

DEPARTURES.

April 18th.

ANHUI, British str., for Shanghai.

AWA MARU, Jap. str., for Shanghai.

CHINGCHOW, Brit. str., for Port Parsevel.

GEMINI, British str., for Hongay.

HAITAN, British str., for Swatow.

MYOGISAN MARU, Jap. str., for Canton.

SHAWSING, British str., for Datny.

SINGAN, British str., for Canton.

TEAN, british str., for Manila.

VIMEIRA, British str., for Saigon.

PASSENGERS.

ARRIVED.

Per *Monteagle* from Vancouver, etc., for Hongkong, Mr. and Mrs. Burkwall and 4 children, Miss L. Hollis, Mrs. F. Swift, Mr. A. M. Take, Mr. A. Kageyama, Mr. J. H. Bulmer, Mr. G. R. Gregg, Mr. N. B. Kananjin, Mr. J. H. Moosemend, Mr. S. Stekvet, Mr. and Mrs. L. Smith.

Per *Shidzuoka Maru*, from Shanghai for Hongkong, Colonel T. Idogawa, Mr. K. Kurata, Mr. D. R. McEwen, Mr. E. Marquardt, Mr. L. A. da Silva, Capt. H. Spear, Mr. J. H. Wallace, and Mr. T. Yuinato.

DEPARTED.

Per *Awa Maru*, for Seattle, etc., Mr. and Mrs. W. C. Palmer, Mrs. B. A. Kennel, Miss McLeish, Mr. T. Arima, Mr. D. H. Hoyt, Mr. H. Nakagawa, Mr. Sydney Smith, Mr. and Mrs. D. N. Bal, Mr. and Mrs. A. J. G. Pereira, Mr. H. Remedios, Miss Osmund, Mrs. Silva, Miss Silva, Rev. Mr. and Mrs. Russell and child, Mr. W. H. Davies, Mr. C. Kleman, Mr. E. Hutchinson, Miss Minne M.ine, Mrs. MacKay and infant, Mr. Clancy, Miss Herns, Mrs. J. H. Secor, Messrs. Tagushi, Orii, A. Kora, B. S. Breshear, T. Shimidzu, R. C. Faithfull, D. Poggi, K. Fugami, and I. Nakamura.

VESSELS EXPECTED.

THE ENGLISH MAIL.

The P. & O. outward mail str. *Morea*, with the London mails of the 6th inst., arrived at Port Said on Friday, 14th idem.

The P. & O. str. *Nagoya* left Shanghai for this port on Monday, at 10.45 a.m. with the homeward English mails, and is due to arrive here on 20th inst. at about 8 a.m.

MERCHANT STEAMER.

The str. *Benavon* from Middlesbro', Leith, and London left Singapore for this port on the 13th instant, and may be expected to arrive here to-day.

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Monmouthshire, from Middlesbro, is due in Hongkong to-day.

Carmarthenshire, from England, is due in Hongkong end of May.

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SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & BOMBAY VIA USUAL PORTS OF CALL	NAGOYA	Brit. str.	—	A. B. Garwood, R.N.R.	P. & O. S. N. Co.	About 21st inst., at Noon.
LONDON VIA SINGAPORE, MALACCA, PENANG, &c	FUSHIMI MARU	Jap. str.	—	Irisawa	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	NAMUR	Brit. str.	—	A. Collyer	P. & O. S. N. Co.	On 5th May., at Noon.
LONDON	CITY OF LINCOLN	Brit. str.	—		THE BANK LINE, LIMITED	On 5th June.
GENOA & LONDON	MERIONETHSHIRE	Brit. str.	—		JARDINE, MATHESON & Co., LD.	On 12th May.
GENOA & LONDON	GLENIFFER	Brit. str.	—	J. McGregor	SHEWAN, TOMES & Co.	About Middle of May.
MAURITIUS, & SOUTH AFRICAN PORTS	MADAWASKA	Brit. str.	—		THE BANK LINE LTD.	To-morrow.
MARSEILLES VIA PORTS	PORTHOS	Fren. str.	—		MESSAGERIES MARITIMES	On 13th May.
VICTORIA, B.C., & SEATTLE VIA KEELUNG, &c.	SHIDZUOKA MARU	Jap. str.	—	Deguchi	NIPPON YUSEN KAISHA	On 26th inst. at Noon.
VICTORIA & TACOMA VIA MANILA, &c.	MEXICO MARU	Jap. str.	—	T. Jamaguchi	OSAKA SHOSEN KAISHA	On 29th inst., at 3 P.M.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	SHIYO MARU	Jap. str.	—		TOYO KISEN KAISHA	On 11th May.
BOSTON & NEW YORK VIA SUEZ CANAL	NETHERBY HALL	Brit. str.	—		SHEWAN, TOMES & Co.	About end of Apr.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	PERSIA MARU	Jap. str.	—		TOYO KISEN KAISHA	On 21st inst., at 10.30A.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c	TENYO MARU	Jap. str.	—	E. Bent	TOYO KISEN KAISHA	On 6th May, at Noon.
SAN FRANCISCO VIA NAGASAKI	ARAKAN	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	On 12th May.
SAN FRANCISCO	FLORIDIAN	Am. str.	—		DODWELL & Co., LTD.	About 30th May.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPRESS OF ASIA	Brit. str.	—	S. Robinson	CANADIAN PACIFIC O. S. LD.	To-day.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	—	A. J. Hailey	CANADIAN PACIFIC O. S. LD.	On 25th inst.
AUSTRALIAN PORTS VIA TIMOR	EASTERN	Brit. str.	—	F. Carter	GIBB, LIVINGSTON & Co.	On 29th inst., at 11 A.M.
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Brit. str.	1 m.	H. E. Hamilton	BUTTERFIELD & SWIRE	On 6th May.
AUSTRALIAN PORTS VIA MANILA	AKI MARU	Jap. str.	—	Yoshikawa	NIPPON YUSEN KAISHA	On 16th May, at 11 A.M.
NAGASAKI, KOBE & YOKOHAMA	TANGO MARU	Jap. str.	—	Takano	NIPPON YUSEN KAISHA	On 13th May, at 10 A.M.
MOJI & KOBE	YATSHING	Brit. str.	—	R. S. Anderson	JARDINE, MATHESON Co., LD	To-day, at Noon.
SHANGHAI	KWONGSANG	Brit str.	—	W. Bickard	JARDINE, MATHESON & Co., LD.	To-day, at Noon.
SHANGHAI, MOJI & KOBE	RANGOON MARU	Jap. str.	—	Kusano	NIPPON YUSEN KAISHA	To-day.
SHANGHAI	SINKIANG	Brit. str.	1 m	C. Williams	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI	SINGAN	Brit. str.	—	Trowbridge	BUTTERFIELD & SWIRE	On 21st inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	PORTHOS	Fren. str.	—		MESSAGERIES MARITIMES	On 22nd inst.
SHANGHAI	SHANSI	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 22nd inst., at 4 P.M.
SHANGHAI	CHOYSANG	Brit. str.	—	S. Homlwood	JARDINE, MATHESON & Co., LD.	On 23rd inst., at D'light.
SHANGHAI	ESANG	Brit. str.	—	W. P. Baker	JARDINE, MATHESON & Co., LD.	On 26th inst., at D'light.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NANKIN	Brit str	—	G. Manley	P. & O. S. N. Co.	About 27th inst.
SHANGHAI, KOBE & YOKOHAMA	KAMO MARU	Jap. str.	—	Shimizu	NIPPON YUSEN KAISHA	On 3rd May, at 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	CEYLON MARU	Jap. str.	—	K. Higo	NIPPON YUSEN KAISHA	On 5th May.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NOVARA	Brit. str.	—	H.R. Hetherington R.N.R	P. & O. S. N. Co.	About 6th May.
SHANGHAI	TJITAROM	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	On 8th May.
TAMSUI & KEELUNG VIA SWATOW & AMOY	AMAKUSA MARU	Jap. str.	—	Konishi	OSAKA SHOSEN KAISHA	On 23rd inst., at Noon.
ANPING & TAKAO VIA SWATOW & AMOY	SOSHU MARU	Jap. str.	—	A. Kobayashi	OSAKA SHOSEN KAISHA	On 27th inst., at 9 A.M.
SWATOW, AMOY & FOOCHOW	HAIHONG	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAPRAIK & Co.	On 25th inst., at 2 P.M.
MANILA	LOONGSANG	Brit. str.	—	W. G. G. Lerk	JARDINE, MATHESON & Co., LD.	On 22nd inst., at Noon
MANILA	YUENSANG	Brit. str.	—	W. M. Mesnye	JARDINE, MATHESON & Co., LD.	On 29th inst., at Noon.
BOMBAY VIA S'PORE, PORT S'HAM, PENANG & COLOMBO	JAVA MARU	Jap. str.	—	S. Yanagi	OSAKA SHOSEN KAISHA	To-morrow, at 9 A.M.
BOMBAY, VIA SINGAPORE, MALACCA & COLOMBO	TOTOMI MARU	Jap. str.	—	M. Tanaka	NIPPON YUSEN KAISHA	On 24th inst.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., LD.	To-morrow, at 3 P.M.
SINGAPORE, PENANG, RANGOON & CALCUTTA	COLOMBO MARU	Jap. str.	—	H. Nomura	NIPPON YUSEN KAISHA	On 28th inst.
BATAVIA, CHERIBON, SAMARANG, &c.	TJIBODAS	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	On 22nd inst.
HOIHOW and HAIPHONG	LOKSANG	Brit. str.	—	D. W. Ritchie	JARDINE, MATHESON & Co., LD.	On 21st inst., at 8 A.M
PORT COURBET	KWANGSE	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-day, at 10 A.M.
HOIHOW, PAKHOI and HAIPHONG	KAIFONG	Brit. str.	1 m.	J. B. Evans	BUTTERFIELD & SWIRE	To-day, at 1 P.M.
SANDAKAN	MAUSANG	Brit. str.	—	G. H. Alcock	JARDINE, MATHESON & Co., LD.	On 26th inst., at Noon

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

	FOR	STEAMERS	TO SAIL	
†	SHANGHAI	"KWONGSANG"	Wed'day,	19th Apr., Noon.
*	MOJI and KOBE	"YATSHING"	Wed'day,	19th Apr., Noon.
‡	SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Thursday,	20h Apr., 3 P.M.
	HOIHOW & HAIPHONG	"LOKSANG"	Friday,	21st Apr., 9 A.M.
*	MANILA	"LOONGSANG"	Saturday,	22nd Apr. Noon
†	SHANGHAI	"CHOYSANG"	Sunday,	23rd Apr., D'light.
†	SHANGHAI	"ESANG"	Tuesday,	25th Apr., D'light.
‡	SANDAKAN	"MAUSANG"	Wed'day,	26th Apr., Noon.
*	MANILA	"YUENSANG"	Saturday,	29th Apr., Noon.

RETURN TOURS TO JAPAN.

The steamers "KUTSANG," "NAMSANG," "LAISANG," and "FOOKSANG," leave about every 3 weeks, generally call at Shanghai en route for Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied, 23 days. This service is supplemented by the "YATSHING," "KUMSANG," leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offering), Kobe and Moji and returning thence direct to Hongkong. Time occupied, 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

*Steamers have superior accommodation for First Class passengers and are fitted throughout with Electric Light.

†Taking cargo on Through Bills of Lading to Yangtsze Ports, Chefoo Tientsin, Dalny, Weihsiwei.

‡Taking cargo on Through Bills of Lading to Kudat, Labad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

Telephone No. 215.

For Freight or passage, apply to JARDINE, MATHESON & Co., LTD.

Hongkong, 19th April, 1916. GENERAL MANAGERS. [6

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.

Telephone No. 215. AGENTS

Hongkong, 16th April, 1915. [24

R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO CHANGE WITHOUT NOTICE.

HOMEWARD.

FOR	STEAMERS	DATE OF DEPARTURE.
GENOA & LONDON	"MERIONETHSHIRE"	On 12th May.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND

For Freight and Further Particulars, apply to

JARDINE, MATHESON & Co., LTD.

Telephone No. 215 Sub. Ex. 10. AGENTS

Hongkong, 15th April, 1915. 23

CANADIAN PACIFIC

OCEAN SERVICES LIMITED

TRANS PACIFIC LINES

FROM CHINA & JAPAN TO CANADA UNITED STATES & EUROPE VIA VANCOUVER.

CALLING AT SHANGHAI, NAGASAKI (Inland Sea), KOBE AND YOKOHAMA.

In connection with the CANADIAN PACIFIC RAILWAY CO.

QUICKEST TIME ACROSS THE PACIFIC

"EMPRESS OF RUSSIA"—"EMPRESS OF ASIA" 14,500 Tons Gross Register—Quadruple Screw—Speed 21 Knots

"EMPRESS OF JAPAN" .. REDUCED FIRST CLASS FARES.
"MONTEAGLE" .. INTERMEDIATE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO CHANGE.

"EMPRESS OF ASIA"	19 APRIL	"EMPRESS OF ASIA"	14 JUNE
*"MONTEAGLE"	26 APRIL	*"MONTEAGLE"	28 JUNE
"EMPRESS OF RUSSIA"	17 MAY	"EMPRESS OF RUSSIA"	12 JULY
"EMPRESS OF JAPAN"	31 MAY		

*Calls at MOJI instead of NAGASAKI.

For further information, Sailings, Guide Books, etc., please apply to

[10] J. H. WALLACE, GENERAL AGENT

P. & O. S. N. CO.

ROYAL MAIL SERVICE.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	STEAMERS	TO SAIL	REMARKS
LONDON & BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NAGOYA, Capt. A. B. Garwood, R.N.R.	About 21st April Noon.	Connecting at Colombo with Mail s.s. "Moultan."
SHANGHAI, MOJI, KOBE and YOKOHAMA	NANKIN, Capt. G. Manley	About 27th April	Direct Service.
LONDON & BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NAMUR, Capt. A. Collyer	Noon, 5th May	Connecting at Colombo with Mail s.s. "Kashgar."
SHANGHAI, MOJI, KOBE and YOKOHAMA	NOVARA, Capt. H.R. Hetherington R.N.R.	About 6th May	Direct Service.

WIRELESS ON ALL STEAMERS. Return tickets at a fare and-a-half available to Europe for two years or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

SEE SEPARATE ADVERTISEMENT.

For PASSAGE RATES, HAND-BOOKS, and FREIGHTS, apply to

E. V. D. PARR, Acting Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 19th April, 1916. [1

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMERICAN, CONTINENTAL, AND SOUTH AFRICA PORTS.

THE Steamship

"NAGOYA."

Captain A. B. Garwood, R.N.R., carrying His Majesty's Mails, will be despatched from this port on or about FRIDAY, the 21st April, 1916, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MOULTAN," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay per s.s. "KASHGAR," due in London about the 7th June, 1916.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. V. D. PARR, Acting Superintendent.

Hongkong, 10th April, 1916. 1

HONGKONG—NEW YORK

AMERICAN ASIATIC S.S. CO.

FOR BOSTON & NEW YORK VIA SUEZ CANAL OR CAPE OF GOOD HOPE. (WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "NETHERBY HALL," About end of April.

For Freight and further particulars, apply to—

SHEWAN, TOMES & Co., General Agents.

Hongkong, 5th April, 1916. [473

GLEN LINE (McGREGOR, GOW & Co.), LIMITED.

FOR GENOA AND LONDON

THE Steamship

"GLENIFFER,"

Captain J. McGregor, will be despatched for the above port about Middle of May, 1916.

For freight, passage and further information, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 11th March, 1916. [404

FOR SAN FRANCISCO.

THE fine new American Steamship

"FLORIDIAN"

will be despatched about 30th May taking cargo for San Francisco and for Overland Points in the United States.

DODWELL & Co., LTD., Agents.

Hongkong, 30th March, 1916. 452

NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"YATSHING,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed AT THEIR RISK into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 21st April will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., LTD., General Managers.

Hongkong, 15th April, 1916 [6

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM JAPAN PORTS.

THE Steamship

"KUTSANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 21st April will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., LTD., General Managers.

Hongkong, 15th April, 1916. [6

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE

PROPOSED SAILING

From Hongkong	Connecting with	From Colombo

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA

PROPOSED SAILING

From Hongkong — S.S. "MADAWASKA" ... 20th April.
" ... S.S. "SALAMIS" ... 25th April.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS

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"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS
TO
UNITED KINGDOM AND CONTINENT.

For	Steamer	Sails.
LONDON	"CITY OF LINCOLN"...	...On 6th June.
LONDON & SWANSEA ...	"CITY OF BOMBAY"...	...On 22nd June.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.,
OR TO REISS & Co., CANTON.
GENERAL AGENTS

Hongkong 11th April, 1916. 104

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
PORT COURBET ...	"KWANGSE" ...	On 19th Apr., 10 A.M.
HOIHOW, PAKHOI and HAIPHONG	"KAIFONG" ...	On 19th Apr., 1 P.M.
SHANGHAI ...	"SINKIANG" ...	On 20th Apr., 4 P.M.
SHANGHAI ...	"SINGAN" ...	On 21st Apr., 4 P.M.
SHANGHAI ...	"SHANSI" ...	On 23rd Apr., D'light.

DIRECT SAILINGS TOWEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

☞ SHANGHAI LINE—PASSENGERS, MAILS and CARGO. S.S. "ANHUI," "CHENAN," "LUCHOW," "YINGCHOW," "SHANTUNG," and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 19th April, 1916. TELEPHONE 36. AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW
AND RETURN.

Occupying about 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
"HAIHONG" ...	Capt. J. W. Evans ...	TUESDAY. 25th Apr., at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 17th April, 1916. 3

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

WESTWARD

These Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Hongkong, 8th April, 1916. AGENTS 27

P. & O. S. N. CO.

ROYAL MAIL SERVICE
UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT
TO
MARSEILLES AND LONDON,
TAKING PASSENGERS AND CARGO TO
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to Colombo	Leave Hongkong Noon Friday	Connecting Mail Str. from Colombo	Due at Marseilles 1916	Due at London 1916
NAGOYA	April 21	MOOLTAN	May 22	May 29
NAMUR	May 5	KASHGAR	June 5	June 12
NANKIN	May 19	KARMALA	June 19	June 26
NOVARA	June 2	MOREA	July 3	July 10
MALTA	June 16	KHYBER	July 17	July 24
NAGOYA	June 30	MEDINA	July 31	Aug. 7
NAMUR	July 14	MONGOLIA	Aug. 14	Aug. 21
NANKIN	July 28	MALWA	Aug. 28	Sept. 4

Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is optional reserved in Hongkong at the time of Booking.
On the Australian Route Tickets Interchangeable with Orient Line.

SAILINGS DIRECT TO
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong About
NANKIN	THURSDAY, 27th April.
NOVARA	SATURDAY, 6th May.
MALTA	SATURDAY, 20th May.
NAGOYA	SATURDAY, 3rd June.

Passengers may travel by Railway in Japan between Ports of Call free of charge.
Return Tickets are available by Messageries Maritimes Company.

IN ADDITION TO THE ABOVE MAIL STEAMERS, INTERMEDIATE (Non-Transhipment) STEAMERS WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON,
Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

Steamers.	Leave H'kong, about	Leave S'pore about	Due at M'seilles, if calling about	Due London about
NYANZA	July 5	July 11	Aug. 9	Aug. 18
MONGARA	July 19	July 25	Aug. 23	Sept. 1
NORE	Aug. 30	Sept. 5	Oct. 4	Oct. 13

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth Furnished with an Electric Reading Lamp.
Passage Tickets Interchangeable with the British India Co.
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.
For Further Information, Passage Fares, Freights, Handbooks, etc., apply to

E. V. D. PARK,
Acting Superintendent.

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NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

Destination	Steamers and Displacement	For	Sailing Dates
LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE ...	§ FUSHIMI MARU Capt. Hirawa 20,000	SUNDAY,	23rd Apr., at Noon.
	§ HIRANO MARU Capt. Fraser, 16,000	SUNDAY,	7th May, at Noon.
VICTORIA, B.C., and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	§ SHIDZUOKA MARU Capt. Tezuka 16,000	WED'DAY,	26th Apr., at Noon.
SYDNEY and MELBOURNE, VIA MANILA, BAMBOANGA THURSDAY ISLAND, TOWNSVILLE & BRISBANE	§ AKI MARU Capt. Yoshikawa 12,500	TUESDAY,	16th May, at 11 A.M.
	§ TANGO MARU Capt. Hojedi 13,500	TUESDAY,	13th June at 4 P.M.
CALCUTTA VIA SINGAPORE PENANG and RANGOON ...	COLOMBO MARU Capt. H. Aomura 8,000	FRIDAY	28th April.
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO ...	TOTOMI MARU Capt. M. Tanaka 8,000	MONDAY,	24th April.
SHANGHAI, KOBE and YOKOHAMA	CEYLON MARU Capt. Higo 10,000	FRIDAY.	5th May.
SHANGHAI, MOJI and KOBE	RANGOON MARU Capt. Kusano 8,000	WED'DAY,	19th April.
NAGASAKI, KOBE and YOKOHAMA	§ TANGO MARU Capt. Takano 13,500	SATURDAY	13th May, at 10 A.M.
SHANGHAI, KOBE and YOKOHAMA	§ KAMO MARU Capt. Shimizu 16,000	WED'DAY,	3rd May, at 10 A.M.

§ Wireless Telegraphy.

SOME PRINCIPAL FARES.

To London 1st Single Yen 680. | To London 2nd Single " 430.
" " Return " 975. | " " " Return " 660.
To London, via New York £67.2.0.
" " " Montreal £66.18.0.
To Victoria, Vancouver, Seattle, 1st Single £40.
" " " 1st Return £45.
To Sydney, 1st Single £40. To Melbourne, 1st Single £41.
" 1st Return £72. " " 1st Return £73.16
To Yokohama, 1st Return $150. To Kobe, 1st Return $135.
" 2nd " $90. " " 2nd " $83

ROUND-THE-WORLD, Tour No. 1 £112.8. Tour No. 2 £111.17.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONES Nos. 292 and 1941. 5

TOYO KISEN KAISHA

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Ports and Speed	Leave Hongkong
† PERSIA MARU	9,000 — 17 knots ...	FRIDAY 21st April.
TENYO MARU	22,000—21 knots ...	SAT., 6th May.
‡ SEIYO MARU	16,000 — 14 knots ...	THURS., 11th May.
† NIPPON MARU	11,000 — 16 knots ...	TUESDAY, 16th May.
SHINYO MARU	22,000—21 knots ...	WED., 31st May.

† Via MANILA, Omitting Shanghai.
‡ Proceeding to Mexico South America Ports. Omitting Shanghai.
Steamer via Shanghai leaves at NOON
" " Manila " at 10.30 A.M.

FIRST CLASS TO LONDON £71.10...RETURN (6 MONTHS) £120.
" " " NEW YORK £60. ... " " £96.10.
" " " SAN FRANCISCO £45 ... " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.
SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.
ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.
Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

FOR JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES SALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE and VALPARAISO
THENCE BY
TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Tons and Speed	Sails
SEIYO MARU	16,000 — 14 knots ...	THURSDAY, 11th May.

For Full Particulars as to Passage and Freight, apply to—

K. DOI, ACTING AGENT,
TELEPHONE 291. King's Building. 213

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN
VIA SHANGHAI.
FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.

OUTWARD

For	Steamer	To Sail.
SHANGHAI, KOBE AND YOKOHAMA ...	PORTHOS ...	On 22nd April.

HOMEWARD

MARSEILLES VIA SAIGON and PORTS (Without Transhipment) ...	PORTHOS ...	On 13th May.

Subject to immediate alteration without notice.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.
Weekly branch line from Saigon to Haiphong.
Branch line connecting every four weeks at Colombo, for Calcutta.
State Rooms 1st, 2nd and 3rd Classes.
Return Tickets to Europe available two years.
Return Tickets to Intermediate Ports available six months.
For further particulars apply to

P. THOMAS, AGENT,
TELEPHONE 740 QUEEN'S BUILDING 9

OSAKA SHOSEN KAISHA.

REGULAR SERVICES.
PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE

In Connection with

THE CHICAGO, MILWAUKEE AND ST PAUL RAILWAY Co.

FOR VICTORIA AND TACOMA VIA MANILA MOJI, KOBE,
YOKKAICHI AND YOKOHAMA

Steamer	Captain	Leaving
"MEXICO MARU" ...	T. Jamaguchi...	SATURDAY, 29th April, at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted steams for carrying Silk, Treasure and Parcels

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM,
PENANG, AND COLOMBO.

Steamer	Captain	Leaving
"JAVA MARU" ...	S. Yanagi ...	THURSDAY, 20th Apr., at 7 A.M.

FOR TAMSUI AND KEELUNG VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"AMAKUSA MARU" ...	Kinsi ...	SUNDAY, 23rd Apr., at Noon.
"KAIJO MARU"	Murakami ...	SUNDAY, 30th Apr., at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU" ...	A. Kobayashi ...	THURSDAY, 27th Apr., at 9 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.
These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).
For FURTHER INFORMATION, apply to

H. YAMAUCHI.
MANAGER.
56 Second Floor, No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

Steamer	Arrive Hongkong from Australia	Leave Hongkong for Australia
EASTERN		On 29th Apr., 11 A.M.
ST. ALBANS	8th May.	On 2nd June, 11 A.M.
EMPIRE	16th June	On 1st July, 11 A.M.

All Steamers fitted with wireless Telegraphy.
The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity All State-Rooms have Electric Fans A duly qualified Doctor and Stewardess are carried
For further particulars apply to

GIBB, LIVINGSTON & CO.,
12 AGENTS

POST OFFICE NOTICE.

EASTER HOLIDAYS.

Good Friday, the 21st, Saturday, the 22nd, and Monday, the 24th April, being General Holidays, the Post Office will be open on those days from 8 to 9 a.m.

There will be one delivery of ordinary correspondence and one collection from the pillar boxes on each day.

The Money Order Office will be entirely closed during the Holidays.

There will be one special delivery of Registered correspondence on those days, at 9 a.m.

Ships in communication with Cape D'Aguilar Radio Telegraph Station:—

Tjimanoek

INWARD MAILS.

From	Per	Date
Shanghai	*Luchow*	19th April
Europe (via Negapatam)...	*Perthia*	21st April.
Europe (London 25th Mar., via Siberia)	*Nanyo*	26th April.
... ...	... ...	... ...
... ...	... ...	... ...
... ...	... ...	... ...
... ...	... ...	... ...

OUTWARD MAILS.

For	Per	Date
Port Courbet	*Kwangsi*	Wednesday, 19th 9.00 A M
Shanghai North China and Japan via Moji ...	*Rangoon Maru* ...	Wednesday, 19th, 9.00 A M
Shanghai and North China	*Kwongsang* ...	Wednesday, 19th, 10.00 A M
Japan via Moji	*Yatshing* ...	Wednesday, 19th, 10.00 A M
Shanghai, North China, Japan via Nagasaki, Victoria, B.C. (Canada United States, South America and United Kingdom via Vancouver) ... (Europe via Siberia) (Shanghai Brit. P.O. Saturday, 22nd April.	*Empress of Asia* ...	Wednesday, 19th, Registration... 9.45 A M Letters ... 10.30 A M
Hoihow, Pakhoi and Haiphong	*Kaifong*	Wednesday 19th, Noon
Saigon	*Fatsang*	Wednesday, 19th, 5.00 P M
Philippine Islands	*Loongsang*	Saturday, 22nd, 9.00 A M
Straits	*Tong Hong* ...	Thursday, 20th, 2.00 P M
Straits and India via Calcutta	*Kutsang* ...	Thursday, 20th, 2.00 P M
Shanghai and North China ... (Europe via Siberia) (Shanghai Brit. P.O. Monday, 24th April)	*Sinkiang* ...	Thursday, 20th, Registration ... 2.15 P M Letters ... 3.00 P M
Hoihow and Haiphong	*Loksang*	Thursday, 20th, 5.00 P M
Shanghai, North China, Japan via Nagasaki, Honolulu, U.S.A. South America, Canada and San Francisco, and United Kingdom via Canada ... (Europe via Siberia) (Shanghai Brit. P.O. Monday, 24th April.)	*China* ...	Thursday, 20th, Registration ... 5.00 P M Friday, 21st, Letters ... 9.00 A M
Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden Egypt and Europe ... ... The Parcel Mail will be closed on Thursday, 20th April, at 5 p.m.	*Nagoya* ...	Thursday, 20th, Registration ... 5.00 P M Friday, 21st, Letters ... 9.00 A M
Shanghai and North China	**Singan*	Friday, 21st, 9.00 A M
Philippine Islands, Japan via Nagasaki, Honolulu, United States, South America and Canada, via San Francisco	*†Persia Maru* ...	Thursday, 20th, Registration... 5.00 P M Friday, 21st, Letters ... 9.00 A M
Straits	**Childar*	Saturday, 22nd, 9.00 A M
Swatow, Amoy and Formosa via Tamsui	*Shansi*	Saturday, 22nd, 9.00 A M
Straits, Ceylon, Durban, Cape Town, *Teneriffe and *London	*Annakusa Maru* ...	Sunday, 23rd, 9.00 A M
Swatow, Amoy and Foochow	*Fushimi Maru* ...	Sunday, 23rd, 9.00 A M
Japan via Moji	*Hai Hong*	Tuesday, 25th, 1.00 P M
	Hokuto Maru ...	Tuesday, 25th, 5.00 P M

* Superscribed correspondence only.

† Superscribed correspondence for places other than Philippines Islands.

LOCAL AND REGULAR MAILS OUTWARD.

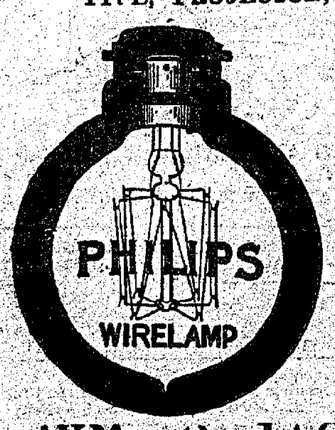
For	On Week-Days	On Sundays & Holidays
Tai O	8.30 A.M.	—
Tai Po	10.00 A.M. 4.00 P.M.	9.00 A.M.
Chesung Chow	2.00 P.M.	—
Shataukok, Shatin and Sheungshui ...	4.00 P.M.	—
Aberdeen, Autau Ping Shan, Sai Kung Santin, Stanley	4.30 P.M.	—
Canton, Wuchow and Samshui	7.30 A.M. Regis. 5.00 P.M. Letters 6.00 P.M.	5.00 P.M.
Macao	7.15 A.M. 1.30 P.M. 5.00 P.M.	8.15 A.M.
Kongmoon	Except Saturdays 5.00 P.M.	5.00 P.M.
Nantau and Sanmei	5.00 P.M.	5.00 P.M.
Shamchun	10.00 A.M. 5.00 P.M.	9.00 A.M.

JUST ARRIVED:

10,000

PHILIPS "PHŒBUS" ELECTRIC LAMPS.

FROM 5 TO 200 CANDLE POWER, INCLUDING ORDINARY TYPE, PROJECTOR, AND HALFWATT LAMPS.



STRONGEST LAMP MADE.

NO ADVANCE ON OLD PRICES.

WM. O. JACK & CO. LTD.

14, DES VŒUX ROAD, HONGKONG. 30

COMMERCIAL

CLOSING QUOTATIONS.

	April 18th
On London:—	
Telegraphic Transfer	2 1-16
Bank Bills, on demand	2 1/8
Bank Bills, at 30 days' sight	2 1-16
Bank Bills, at 4 months' sight	2 1/8
Credits, at 4 months' sight	2/1 1/16
Documentary Bills 4 months' sight	2/1 1/16
On Paris:—	
Bank Bills, on demand	302½
Credits, at 4 months sight	313
On Germany:—	
On demand	nom.
New York:—	
Bank Bills, on demand	49⅞
Credits, at 60 days' sight	nom.
On Bombay:—	
Telegraphic Transfer	nom.
Bank, on demand	156½
On Calcutta:—	
Telegraphic Transfer	nom.
Bank, on demand	156½
On Shanghai:—	
Bank, at sight	71⅝
Private, 30 days' sight	nom.
On Yokohama:—On demand	99
On Manila:—On demand—Pesos—	99
On Singapore:—On demand	89
On Batavia:—On demand	113½
On Haiphong:—On demand	3⅛ p.m.n.
On Saigon:—On demand	3 ⅛ p.m.n.
On Bangkok:—On demand	73½
Sovereigns, Bank's Buying Rate	$ 9.45
Gold Leaf, 100 fine, per tael	$54.00
Bar Silver, per oz	30 1/16d.

SUBSIDIARY COINS.

	per cent.
Hongkong 5 cents pieces...	$ 5.10 discount.
Hongkong...10 ,,	$ 5.05 ,,
Canton..... 20 ,,	... $13.65 ,,
Canton..... 10 ,,	... $12.00 ,,

SHARE LIST.—QUOTATIONS.

Hongkong, 13th April, 1916.

Stocks.	No. of Shares.	Value	Paid up	Closing Quotations Cash.	Return on basis of last Div'd.
Banks.—					
Hongkong & Shai. Bank, Corporatio.	120,000	$125	all	$742, sellers Cash	6 p.c.
China Borneo Company, Limited ...	60,000	$12	all	$ 0, sellers	8⅓ p.c.
Junk Light and Power Company, Ld. ...	50,000	42	all	$43, buyers $44.50, sales	7 p.c.
China Provident, Loan & Mortgage Co., L	200,000	$10	all	$9.30, sellers	
Cotton Mills.—					
Shai Cotton Manufacturing Co., Ld. ...	40,000	Tls. 5	all	T. 8)	
Kung Yik Cotton S. & W. Co., Ld. ...	100,000	Tls. 10	all	T. 15	5½ p.c.
International Cotton Manufing Co., Ld.	10,000	Tls. 75	all	Tls. 72½	
Laou Kung Mow Cotton S. & W. Co., Ld.	6,000	Tls. 100	all	Tls. 70	
Soeychee Cotton S. & W. Co., Ld. ...	23,000	Tls. 5	1	Tls. 3⅞	
Ewo Cotton Spin'g. & Weaving Co., L	20,000	Tls. 50	all	Tls. 140	8⅓ p.c.
Dairy Farm Company, Limited ...	40,000	$1	$1	$35, buyers	
Docks and Wharves.—					
Hong. & Kowloon Wharf & S. B. Co., Ld	20,000	$50		$78½, sal. & sel.	4⅓ p.c. 3⅓ p.c.
Hkong. and Wampoa Dock Co., Ld.	50,000	$5	all	$127, sellers	
Shai. Dock and Engineering Co., Ld.	55,750	Tls. 10	11	T. 91, sellers	
New Engineering & S. B. Works Ltd.	100,000	Tls. 5	all	Tls. 11	
Shai. and Hongkew Wharf Co. Ltd.	50,000	Tls. 10	all	Tls. 9)	6⅓ p.c.
Green Island Cement Co., Limited ...	400,000	$1	all	$1½, sellers	
Hongkong Electric Co., Limited ...	60,000	$1	all	$47, 2 years	4⅓ p.c.
Hongkong Hotel Company, Limited ...	30,000	$50	all	$113, buyers	4⅓ p.c. 6 p.c.
Hongkong Ice Company, Limited ...	6,500	$25	all	$171	4⅓ p.c.
Hongkong Hops Manufactures Co., Ltd.	20,000	$10	all	$17	
Hongkong Tramway Co., Ltd ...	5,000	5	all	$6 20, sales $5⅓, sellers	5⅓ p.c.
Insurance —					5⅓ p.c.
Canton Insurance Office Co., Limited	40,000	$20	$5	$42½, buyers	6⅓ p.c.
China Fire Insurance Co., Limited ...	25,000	$10	$2	$167	
Hongkong Fire Insurance Co., Ld. ...	6,000	$250	$5	$195, buyers	5⅓ p.c
North-China Insurance Co., Limited	10,000	£10	£	Tls. 190	
Union Insurance Society, Limited	12,400	$45	$10	$235, sellers	
Yangtsze Insurance Association Ltd.	12,000	$100	$6.	$281, buy. @ 8/- 7½	6⅓ p.c.
Lands and Buildings.—					
H'kong. Land Invest. Agency Co., Ld.	50,000	$100	all	$105, buyers	
Hongkong Central Estate, Ld. ...	10,000	$100	all	$39 sellers	6⅓ p.c.
Hongkong Land Reclamation Co. ...	35,000	$100	$7	$200	7⅓ p.c
Humphreys Estate and Finance Co., Ld.	150,000	$10	all	$7, sales	
Kowloon Land and Building Co., Ld.	9,000	$50	$5	$31, buyers	6 p.c
Shanghai Land Investment Co., Ld. ...	75,000	Tls. 50	all	Tls 105	
West Point Building Co., Limited ...	14,500	$50	all	$68⅓	
Mastsuzappi tot Mijn., Bosch-en Landbouw exploitatie in Langent ...	250,000	Gds. 10	all	Tls. 31, ex/32, sel.	
Mining.—					
Ural Caspian Oil Corpn., Ltd.... ...	1,000,000	$1	all	35/-	
Chinese Engineering and M. Co., Ld. ...	4,000,000	$1	all	35/-	
Rand Australian Gold Mining Co., Ld	333,333	$1	all	$3, buyers	7 p.c.
Tronoh Mines, Limited	166,666	$1	all	4⅓-	
Peak Tramways Co., Limited ...	22,500	$10	all	$10, buyers	
	50,000	$10	$1	$0.95, buyers	
Shipbuilding —					
China Sugar Refining Co., Limited	20,000	$100	all	$132, sellers	
Luzon Sugar Refining Co., Limited	7,000	$100	all	$35, sellers	5 p.c.
Steamship Companies —					4½ p.c.
Douglas Steamship Co., Limited.	20,000	$50	all	$137, sales	7 p.c.
H'kong., Canton & Macao S. B. Co., Ltd.	30,000	$25	all	$22½	
Indo-China Steam Navigation Co., Ltd.	60,000 pref. 60,000 def.	$5	all	(comb. $17½ sal. pref. $5)½, sel. 50, sal. $12 buy def. $3.35 sel.	7½ p.c.
Shell Transport & Trading Co., Ltd	£617,510	£1	£1	98/-, sellers	4⅓ p.c.
Star Ferry Company, Limited ...	40,000	$10	all	$41, sellers	7½ p.c.
South China Morning Post, Limited	15,000	$25	all	$27	
Steam Laundry Company, Limited	20,000	$5	all	$3½	7 p.c.
Storms and Dispensaries —					9 p.c.
Powell, Wm., Limited ...	7,500	$	all	171, buyers	6 p.c.
Watson & Co., A. S., Limited ...	40,000	£1	£1	£7.10, sellers	
Union Waterboat Co., Limited ...	1,000	$25	all	$154, buyers	

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1896.	Tls. 787,500	Tls. 450	7½ p. annum	Par.

LENNON & SMYTH. *Share Brokers.*

BEFORE LEAVING FOR HOME ON A HOLIDAY ORDER THE "HONGKONG WEEKLY PRESS" TO BE SENT TO YOU, AND SO KEEP IN TOUCH WITH THE FAR EAST.

ALL THE NEWS OF THE WEEK FULLY RECORDED, INCLUDING THE MOVEMENTS OF THE LOCAL MARKETS.

24 PAGES!! 24 PAGES!! 24 PAGES!!

BEWARE—BE WISE—BE PATRIOTIC.

Many Cigars now-a-days, said to be of British Manufacture, are really made by Factories which are partly or wholly owned or controlled by people of a country with which Great Britain is at War. **GOLOFINA CIGARS** are made from Havana Leaf in a British Factory under British Management in Jamaica, one of the most important of the British West India Islands.

GOLOFINA CIGARS are recognised both at home and abroad as the standard of Cigar Perfection because of their quality and dependability.

TO-DAY'S THE DAY TO BUY A BOX.

Perfectos ... ... **$5.00** Per Box.

Bouquets ... ... **$3.50** Per Box.

[17

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital $15,000,000
Reserve Funds:—
Sterling £1,500,000, at 2/— $15,000,000
Silver $18,000,000
$33,000,000
Reserve Liability of Proprietors $15,000,000

COURT OF DIRECTORS:

W. L. PATTENDEN, Esq.—Chairman.
S. H. DODWELL, Esq.—Deputy Chairman.
G. T. M. Edkins, Esq. | Hon. Mr. D. Landale.
C. S. Gubbay, Esq. | J. A. Plummer, Esq.
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CHIEF MANAGER:
Hongkong—N. J. STABB, Esq.

MANAGER:
Shanghai—A. G. STEPHEN, Esq.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balances.

ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per Annum.
" 6 " 3½ " "
" 12 " 4 " "

N. J. STABB,
Chief Manager.
Hongkong, 21st February, 1916. [9

THE BANK OF CHINA. GOVERNMENT BANK.

(SPECIALLY AUTHORISED BY PRESIDENTIAL MANDATE OF 15TH APRIL, 1913.)

Authorised Capital $80,000,000
Paid-up Capital $10,000,000

HEAD OFFICE.—PEKING

BRANCHES AND SUB-BRANCHES.
SHANGHAI: NANKING: Chinkiang, Yangchow, Wunieh, Wuhu, Anshing, Taiping, Tunkiangpo, Soochow. HANKOW: Shashi, Ichang, Nanchang. TIENTSIN: Paoting, Tungshan Luanhsien, Tangshsien, Hsingtai. HANGCHOW: Wenchow, Shaohsing, Chiukiang, Lanshi, Huchow, Ningpo. KAIFENG: Changteh, Sinyang, Loho, Chowkou. TSINAN: Chowtsun, Tunhsien, Laushi, Lintsing, Tsinien, Yihtuh, Haiming, Chefoo, Tsingtao. TAIYUAN: Yuncheng, FOOCHOW. CHANGCHUN: Kirin, Moukden, Newchwang, Dairen, Harbin, Taitsihar, Tieling, Chinchow, Antung. CANTON. KUMIYANG. PEKING Kneihua, Sulyuancheng, etc., etc.

CANTON BRANCH

Interest allowed on current account and Fixed Deposits. Terms on application. Every description of Banking business transacted; loans granted on approved securities. Special facilities for Home Exchange.

Hongkong, 12th October, 1914. [660

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

Paid up Capital... ... ... £1,200,000
Reserve Fund £1,800,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON
Manager.

Hongkong, 8th June, 1914. [1183

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed ... ... Yen 20,000,000
Capital Paid-up ... ... ,, 12,500,000
Reserve Funds ... ... ,, 4,150,000

President: TETSUTARO SAKURAI, Esq.
Vice-President: KOJURO NAKAGAWA, Esq.

DIRECTORS.
ITOTOSHI SADA, Esq.
KYOKOKU YAMANARI, Esq.
SHINGO MINAMI, Esq.

HEAD OFFICE
TAIPEH, FORMOSA (TAIWAN).

BRANCHES AND AGENCIES.

Akau	Kagi	Nakmg	Taichu
Amoy	Karenko	Osaka	Tainan
Canton	Keelung	Shangha	Taito
Foochow	Kiukiang	Singapore	Takow
Giran	Kobe	Shinchiku	Tamsui
Hongkong	London	Swatow	Tokyo

LONDON BANKERS:—
Correspondents at Cheriton Chesham Dairen, Fusan, Hollo, Jolo, Macassar, Makdan Moji, Nagasaki, Nagoya, Semarang, Soga Shimonoseki, Soerbaya, Tientsin, Yokohama Zamboanga, Haiphong, Hanoi, Saigon, Bangkok

HONGKONG OFFICE,
3, DES VOEUX ROAD.

The Bank Transacts Every Description of General Banking and Exchange Business. Interest allowed on Current Accounts and Fixed Deposits.

Y. KIKUCHI
Manager.
Hongkong, 10th February, 1916. 183

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch St., London.

Authorised Capital $1,500,000
Subscribed ,, ... 1,125,000
Paid-up ,, ... 562,500
Reserve Fund 550,000

BANKERS:
THE BANK OF ENGLAND.
THE LONDON JOINT STOCK BANK, LIMITED.

BRANCHES

Bombay	Galle	Karachi	Penang
Calcutta	Hongkong	Kota Bharu	Rangoon
Colombo	Howrah	Kuala Lumpur	Shanghai
Delhi	Kandy	Madras	Singapore

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.

O. CHAMPKIN,
Acting Manager.
Hongkong, 9th September, 1913. [79

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3⅓ per cent. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. J. STABB
Chief Manager.
Hongkong, 2nd November 1914. [10

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